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JUN 8 2012

THOMAS F. MCFARLAND

June 7, 2012

By UPS overnight mail

232913

Ms. Cynthia T. Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20024

Re: Docket No. AB-1099X, *Sunflour Railroad, Inc -- Abandonment Exemption -- in Roberts and Marshall Counties, SD*

Dear Ms. Brown:

Enclosed please find an original and 10 copies of Verified Notice of Exemption Under 49 C.F.R. § 1152.50, for filing with the Board in the above referenced matter.

Also enclosed is a check in the amount of \$3,600 for the filing fee.

Very truly yours,

Tom McFarland

Thomas F. McFarland
Attorney for Applicant

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Office of Proceedings

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Public Record

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SURFACE
TRANSPORTATION BOARD

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SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD

SUNFLOUR RAILROAD, INC. --)
ABANDONMENT EXEMPTION -- IN) DOCKET NO. AB-1099X
ROBERTS AND MARSHALL)
COUNTIES, SD)

**VERIFIED NOTICE OF EXEMPTION
UNDER 49 C.F.R. § 1152.50**

SUNFLOUR RAILROAD, INC.
3400 East 56th Avenue
Commerce City, CO 80022

Applicant

THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112
(312) 236-0204
(312) 201-9695 fax
mcfarland@aol.com

Attorney for Applicant

DATE FILED: June 8, 2012

BEFORE THE
SURFACE TRANSPORTATION BOARD

SUNFLOUR RAILROAD, INC. --)	
ABANDONMENT EXEMPTION -- IN)	DOCKET NO. AB-1099X
ROBERTS AND MARSHALL)	
COUNTIES, SD)	

**VERIFIED NOTICE OF EXEMPTION
UNDER 49 C.F.R. § 1152.50**

Pursuant to 49 C.F.R. § 1152.50, *et seq.*, and 49 U.S.C. §10502(a), SUNFLOUR RAILROAD, INC. (SRI) hereby provides notice of its class exemption from the requirements of 49 U.S.C. § 10903 for abandonment of a rail line on which no traffic has been originated, terminated, or moved overhead for more than two years in the past, i.e., between Milepost 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City, and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, SD (the Rail Line). A map showing the Rail Line is attached as Appendix 1.

SRI acquired the Rail Line from Soo Line Railroad Company (Soo) in 2000 after Soo obtained Board authority to abandon the Line, but before Soo consummated the authorized abandonment. *See Soo Line R. Co. -- Aband. Exempt. -- in Marshall and Roberts Counties, SD*, 2000 STB LEXIS 463 (Docket No. AB-57 [Sub-No. 50X], decision served August 15, 2000); and *Sunflour Railroad, Inc. -- Acq. & Oper. Exempt. -- Soo Line R. Co.*, 2000 STB LEXIS 414 (Finance Docket No. 33903, decision served July 25, 2000).

SRI removed the track materials in the Rail Line in or around 2003 in the mistaken belief that such removal was permissible because the Board's decision that authorized abandonment of the Line became effective. It is highly unlikely that there will be a request for rail service over the Rail Line. There had been no rail traffic of any kind over the Line for at least two years prior to 1999 when Soo filed a Notice of Exemption for abandonment of the Line. There has been no rail traffic of any kind during the 12-year period of SRI's ownership of the Line. There are no rail-served facilities located along the Line.

When SRI was advised that an exemption is required for abandonment of the Rail Line notwithstanding the prior authorization of abandonment, SRI instructed counsel to file the Notice of Exemption that is the subject of this proceeding.

Based on information in SRI's possession, the line does not contain federally granted right-of-way. Any documentation in SRI's possession will be made available promptly to those requesting it.

Pursuant to 49 C.F.R. § 1152.50(d)(2), SRI provides the following information:

1. Proposed Consummation Date

The proposed abandonment would be consummated no earlier than the 50th day after this Notice of Exemption is filed.

2. Certification Required by 49 C.F.R. § 1152.50(b)

Mr. Thomas Z. Mars, President of SRI, has certified that no local traffic has moved over the Rail Line for at least two years; that no overhead traffic has moved over the Rail Line for at least two years; and that no formal complaint filed by a user of rail service on the Rail Line (or by a state or local government entity acting on behalf of such a user) regarding cessation of service

over the Rail Line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the two-year period, having alleged or proven that SRI has imposed an illegal embargo or other unlawful impediment to service. Mr. Mars's verification of the foregoing is attached to this Notice as Appendix 2.

3. Exact Name of Applicant - 49 C.F.R. § 1152.22(a)(1)

Applicant is Sunflour Railroad, Inc.

4. Common Carrier Status - 49 C.F.R. § 1152.22(a)(2)

Applicant is a common carrier by rail subject to 49 U.S.C. Subtitle IV, Chapter 105.

5. Relief Sought - 49 C.F.R. § 1152.22(a)(3)

Applicant seeks an exemption that would authorize abandonment of the Rail Line.

6. Map of the Rail Line - 49 C.F.R. § 1152.22(a)(4)

The required map is attached to this Notice as Appendix 1.

7. Applicant's Representative - 49 C.F.R. § 1152.22(a)(7)

Applicant's Representative to whom correspondence is to be sent is Thomas F.

McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, Illinois 60604-1112, (312) 236-0204 (phone), (312) 201-9695 (fax), mcfarland@aol.com (e-mail).

8. Postal Service Zip Codes - 49 C.F.R. § 1152.22(a)(8)

The Rail Line traverses USPS Zip Code 57224 & 57270 (Veblen, SD).

9. Use for Other Public Purposes - 49 C.F.R. § 1152.22(e)(4)

In SRI's opinion, the right-of-way land proposed for abandonment is not appropriate for use for another public purpose.

10. Level of Labor Protection

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co. - Abandonment - Goshen*, 360 I.C.C. 91 (1979).

11. Notice Requirements - 49 C.F.R. § 1152.50(d)(1) and 49 C.F.R. § 1105.11

Mr. Thomas Z. Mars, President of SRI, hereby certifies that in accordance with 49 C.F.R. § 1152.20(d)(1), at least 10 days prior to the filing of this Notice, SRI sent a notice in writing to the South Dakota Department of Transportation & Development; the United States Department of Defense, Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program; the National Park Service, Recreation Resources Assistance Division; and the U.S. Department of Agriculture, Chief of the Forest Service, naming the Applicant, describing the Rail Line involved, including the USPS Zip Codes affected, indicating that the class exemption procedure is being used, and stating that in the near future a Notice of Exemption will be filed with the Board. The Notice included the required statement regarding federally-granted right-of-way. See Appendix 2.

Mr. Mars further certifies that in accordance with 49 C.F.R. § 1105.11, SRI sent a copy of its Draft Environmental and Historic Report to the South Dakota State Clearinghouse; the South Dakota Environmental Protection Agency; the Board of Commissioners of the City of Claire City, SD. the City of Veblen, SD, Roberts County, SD and Marshall County, SD; the Regional Office of the United States Environmental Protection Agency; the United States Fish & Wildlife Service; the United States Army Corps of Engineers; the National Park Service; the United States Natural Resources Conservation Service (formerly the United States Soil Conservation Service);

the National Geodetic Survey; and the South Dakota Historic Preservation Office. See Appendix 2.

ENVIRONMENTAL AND HISTORIC REPORTING

Attached to this Notice of Exemption as Appendix 3 is a copy of a Draft Environmental and Historic Report dated April 25, 2012, that was prepared by SRI and submitted to all agencies named in the Board's regulations.

Attached to this Notice as Appendix 4 are comments received to date by SRI in response to its Draft Environmental and Historic Report.

NEWSPAPER PUBLICATION

SRI hereby certifies that a notice of the proposed abandonment was published in newspapers of general circulation in Roberts and Marshall Counties, SD. Copies of those notices are attached as Appendix 5.

WHEREFORE, within 20 days of the filing of this Notice, the Board, through the Director of the Office of Proceedings, should publish a notice in the *Federal Register* of the filing of this Notice. (See 49 C.F.R. § 1152.50(d)(3)).

DRAFT FEDERAL REGISTER NOTICE

A Draft Federal Register Notice is attached as Appendix 6.

Respectfully submitted,

SUNFLOUR RAILROAD, INC.
3400 East 56th Avenue
Commerce City, CO 80022

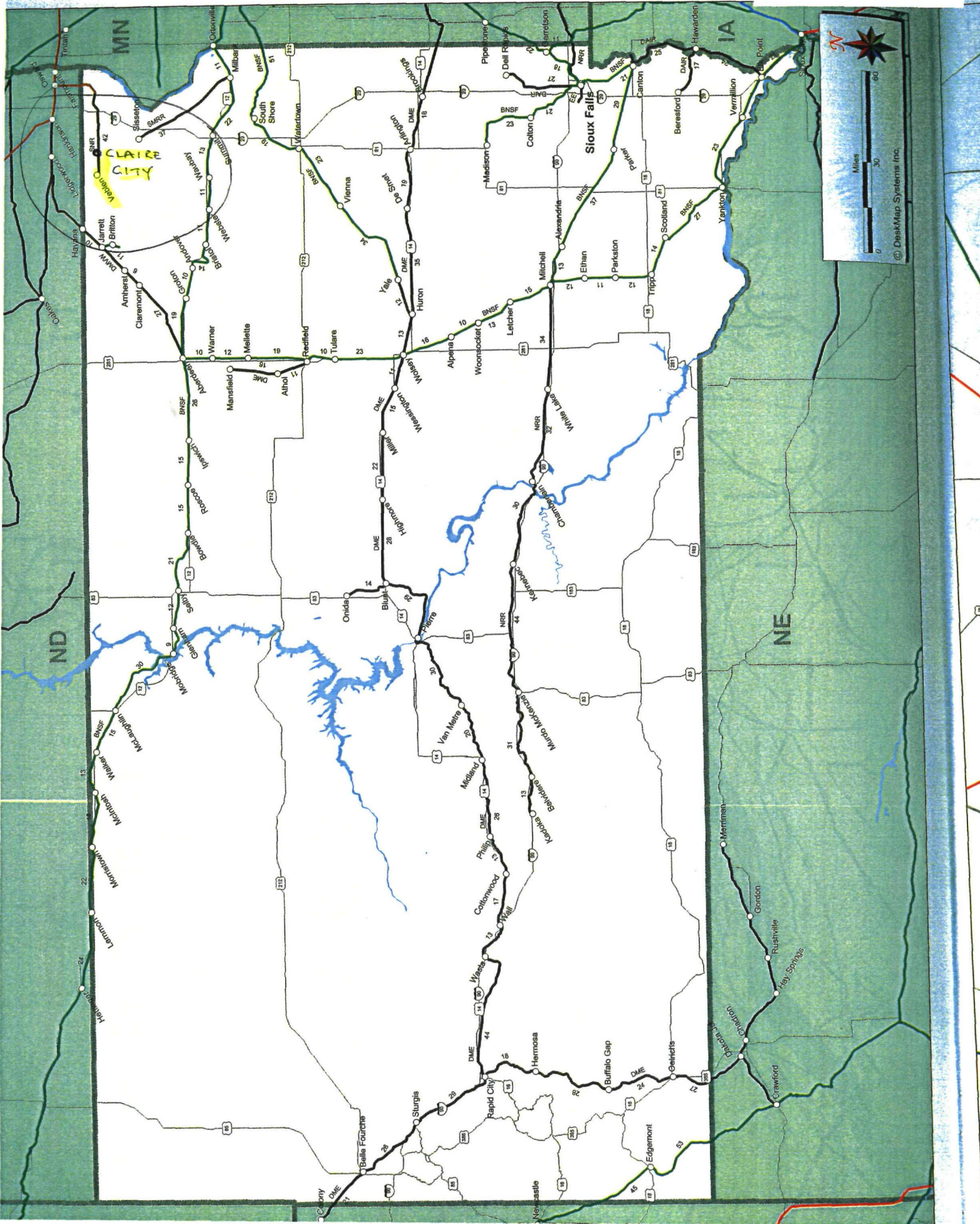
Applicant

Thomas F. McFarland

THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112
(312) 236-0204
(312) 201-9695 fax
mcfarland@aol.com

Attorney for Applicant

DATE FILED: June 8, 2012



VERIFICATION

STATE OF COLORADO)
) SS:
COUNTY OF ADAMS)

THOMAS Z. MARS, being duly sworn, states that:

1. He is President of Sunflour Railroad, Inc, (SRI), the rail carrier having filed a Notice of Exemption under 49 C.F.R. § 1152.50 in this proceeding; and
2. No local traffic has moved over the Rail Line proposed for abandonment in this proceeding for at least two years; no overhead traffic has moved over the Rail Line for at least two years; no formal complaint filed by a user of rail service on the Rail Line (or by a state or local government entity acting on behalf of such a user) regarding cessation of service over the Rail Line either is pending with the Board or any U.S. District Court or has been decided in favor of the Complainant within the two-year period, having alleged or proven that SRI has imposed an illegal embargo or other unlawful impediment to service; and
3. In accordance with 49 C.F.R. § 1150.20(d)(1), at least 10 days prior to filing its Notice of Exemption, SRI sent a notice in writing to the South Dakota Department of Transportation & Development; the United States Department of Defense, Military Traffic Management Command, Railroads for National Defense Program; the National Park Service, Recreation Resources Assistance Division; and the United States Department of Agriculture, Chief of the Forest Service, naming SRI as Applicant, describing the Rail Line involved, including the USPS Zip Codes affected, indicating that

the class exemption procedure is being used, stating that in the near future a Notice of Exemption is to be filed with the Board; and including a statement that to SRI's knowledge the Rail Line does not contain federally-granted right-of-way; and

4. In accordance with 49 C.F.R. § 1105.11, SRI sent a copy of its Draft Environmental and Historic Report to the South Dakota State Clearinghouse; the South Dakota Environmental Protection Agency; the Board of Commissioners of the City of Claire City, SD, the City of Veblen, SD, Roberts County, SD and Marshall County, SD; the Regional Office of the United States Environmental Protection Agency; the United States Fish & Wildlife Service; the United States Army Corps of Engineers; the National Park Service; the United States Natural Resources Conservation Service (formerly the United States Soil Conservation Service); the National Geodetic Survey; and the South Dakota Historic Preservation Office; and
5. All other factual allegations in SRI's Notice of Exemption are true and correct.

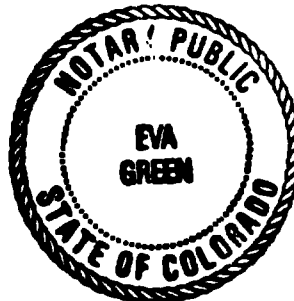

THOMAS Z. MARS

SUBSCRIBED and SWORN to
before me in and for the State and
County above named, this 1st day
of June, 2012.



Notary Public

My Commission expires: 12-14-13



My Commission Expires _____

APPENDIX 3

DRAFT ENVIRONMENTAL AND HISTORIC REPORT

LAW OFFICE
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CHICAGO, ILLINOIS 60604-1112
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mcfarland@aol.com

THOMAS F. MCFARLAND

April 25, 2012

State Clearinghouse

South Dakota Dept. of Transportation
Office of the Secretary
700 E. Broadway Avenue
Pierre, SD 57501

County Commissioners:

Roberts County Commissioners
411 2nd Avenue E
Sisseton, SD 57262

City Planner:

City of Claire City, SD
Planning & Development Department
P.O. Box 84
Claire City, SD 57224

City Planner:

City of Veblen, SD
Planning & Development Department
102 S. Main Street
Veblen, SD 57270

U.S. Army Corps of Engineers

U.S. Army Corps of Engineers
St. Paul District
180 5th St. East, Suite 700
St Paul, MN 55101-1678

National Oceanic & Atmospheric Admin.:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9292
1315 East-West Highway
Silver Spring, MD 20910

South Dakota Historical Preservation Office:

South Dakota State Historic Preservation Office
Cultural Heritage Center
900 Governors Drive
Pierre, SD 57501

State Environmental Protection Agency

South Dakota Dept. of Environmental
and Natural Resources
523 E. Capitol Avenue
Pierre, SD 57501

County Commissioners:

Marshall County Commissioners
P.O. Box 130
Britton, SD 57430

Environmental Protection Agency

(regional office):
Environmental Protection Agency - Region 8
999 18th Street, Suite 500
Denver, CO 80202-2466

U.S. Fish & Wildlife Service:

U.S. Fish & Wildlife Service - Region 6
P.O. Box 25486
Denver, CO 80225

Natural Resources Conservation Service:

Natural Resources Conservation Service
USDA
200 4th Street, SW, Rm. 203
Huron, SD 57350

National Park Service:

Planning and Compliance Office
National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Re: STB Docket No. AB-1099X, *Sunflour Railroad, Inc. -- Abandonment Exemption*
-- in Roberts and Marshall Counties, SD

THOMAS F. MCFARLAND

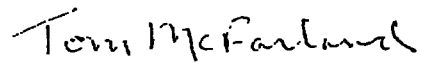
April 25, 2012

Page 2

Dear Agency or Governmental Representative:

Hereby transmitted is a Draft Environmental and Historic Report prepared by Sunflour Railroad, Inc. in conjunction with the captioned matter. Your comments are solicited in regard to content of the Report that is within your jurisdiction.

Very truly yours,

A handwritten signature in cursive script that reads "Tom McFarland".

Thomas F. McFarland
Attorney for Sunflour Railroad, Inc.

TMcF kl wp8 0\1515\ltrDEHR1

cc: Ms. Victoria Rutson, STB, Environmental Section, *by e-mail*
Mr. Thomas Z. Mars, *by e-mail*

BEFORE THE
SURFACE TRANSPORTATION BOARD

SUNFLOUR RAILROAD, INC. --)	
ABANDONMENT EXEMPTION -- IN)	DOCKET NO. AB-1099X
ROBERTS AND MARSHALL)	
COUNTIES, SD)	

DRAFT ENVIRONMENTAL AND HISTORIC REPORT

SUNFLOUR RAILROAD, INC.
3400 E. 56th Avenue
Commerce City, CO 80022

Applicant

THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112
(312) 236-0204
(312) 201-9695 (fax)
mcfarland@aol.com

Attorney for Applicant

Date Submitted: April 25, 2012

BEFORE THE
SURFACE TRANSPORTATION BOARD

SUNFLOUR RAILROAD, INC. --)	
ABANDONMENT EXEMPTION -- IN)	DOCKET NO. AB-1099X
ROBERTS AND MARSHALL)	
COUNTIES, SD)	

DRAFT ENVIRONMENTAL AND HISTORIC REPORT

Surface Transportation Board (STB) regulations at 49 C.F.R. § 1105.7 and 49 C.F.R. § 1105.8 require that a rail carrier who intends to abandon a segment of its railroad must first submit a Draft Environmental and Historic Report to potentially-interested governmental agencies for their review and comment. Sunflour Railroad, Inc. (SRI) intends to abandon a segment of its rail line between Milepost No. 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, South Dakota. This constitutes SRI's Draft Environmental and Historic Report for that proposed abandonment.

I. DRAFT ENVIRONMENTAL REPORT

SRI hereby submits the following information required by 49 C.F.R. § 1105.7(e):

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The proposed action is abandonment of a segment of SRI's rail line between Milepost 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City and Milepost 236.3 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, South Dakota. The segment of rail line proposed for abandonment is shaded in yellow on a map that is attached to this Report as Appendix 1.

A Draft Environmental and Historic Report for the segment of rail line proposed for abandonment was submitted in 1999 in STB Docket No. AB-57 (Sub-No. 50X), *Soo Line R. Co. -- Aband. Exempt -- in Marshall and Roberts Counties, SD*. In that proceeding, Soo Line Railroad Company (Soo) received a class exemption to abandon the same 8.1-mile segment of rail line proposed for abandonment in the current proceeding. *Id.*, decision served January 11, 2000, 65 FR 1673. An Environmental Assessment in that proceeding was served on January 14, 2000. The only environmental or historic condition imposed in that proceeding was that Soo consult with the National Geodetic Survey (NGS) and provide NGS with 90 days' notice prior to disturbing or destroying any geodetic station markers identified by NGS that might be affected by that abandonment. *Id.*, decision served February 8, 2000. Although the exemption for abandonment became effective in that proceeding, Soo sold the 8.1-mile segment to SRI prior to consummation of that abandonment as part of a sale of a 26.3-mile rail line between Rosholt and Veblen, SD. *See* Finance Docket No. 33903, *Sunflour Railroad, Inc. -- Acq. & Oper. Exempt -- Soo Line R. Co.*, 2000 STB LEXIS 414, decision served July 25, 2000. Thereafter, Soo's Notice of Exemption of abandonment of the 8.1-mile segment was withdrawn. *See* STB Docket No. AB-57 (Sub-No. 50X), 2000 STB LEXIS 463, decision served August 15, 2000.

There had been no rail traffic on the 8.1-mile segment during the two years prior to the filing of Soo's Notice of Exemption in STB Docket No. AB-57 (Sub-No. 50X) in 1999, and there has been no rail traffic on that segment during the 11½ years that SRI has owned that segment. Inasmuch as there has been no rail traffic on that segment for more than 13 years, no commodities transported by rail will be affected by the proposed abandonment of the segment.

Track materials on the 8.1-mile segment were removed by SRI in or around 2003 in the mistaken belief that such removal was permitted as a result of the exemption for abandonment issued to Soo having become effective. When SRI was advised that a new exemption for abandonment of that segment is legally required, SRI instructed counsel to file a new Notice of Exemption for such abandonment.

Upon the effectiveness of the proposed abandonment, SRI intends to dispose of the land in the right-of-way of the 8.1-mile segment by means of sale for nonrail use.

Inasmuch as there has been no rail use of the 8.1-mile segment for more than 13 years, there would be no changes in rail operations or maintenance practices in the event of abandonment.

In view of the long-time absence of rail traffic on the 8.1-mile segment, there is no reasonable alternative to abandonment of the segment.

The required map of the 8.1-mile segment is attached to this Report as Appendix 1.

(2) Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, abandonment of the segment would have no effect on regional or local transportation systems and patterns. There would be no rail traffic diverted to other modes in the event of abandonment of the segment.

(3) Land use. (I) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, SRI believes that abandonment would be consistent with existing land use plans in the area of the segment. SRI is consulting by letter with planning agencies for Roberts and Marshall Counties and for the towns of Veblen and Claire City. See Appendix 2 attached to this Report.

(3)(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, abandonment of the segment would have no effect on prime agricultural land in the area. In accordance with this regulation, SRI is consulting with the Natural Resources Conservation Service on that subject. See Appendix 2.

(3)(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by §1105.9.

The proposed abandonment does not affect land or water uses in a designated coastal area.

(3)(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

In SRI's view, the right-of-way of the segment is not suitable for alternative public use under 49 U.S.C. § 10905 because there are adequate public highways in the area of the segment

and the segment is not particularly scenic as to be desirable for use as a recreational trail.

(4) Energy. (I) Describe the effect of the proposed action on transportation of energy resources.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, the proposed abandonment will have no effect on transportation of energy resources.

(4)(ii) Describe the effect of the proposed action on recyclable commodities.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, the proposed abandonment will have no effect on recyclable commodities.

(4)(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, the proposed abandonment will not result in a change in overall energy efficiency.

(4)(iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in §1105.7(e)(4)(iii) need not be supplied if the more detailed information in §1105.7(e)(4)(iv) is required.

Not applicable as no such diversions will occur.

(5) Air. (I) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Not applicable as no such increases will occur.

(5)(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C)

An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10502), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Not applicable as no such increases will occur.

(5)(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable as no such transportation will occur.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable as no such thresholds will be surpassed.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have a beneficial effect on public safety because existing grade crossings in the segment will become permanently inactive.

(7)(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable as hazardous materials will not be transported.

(7)(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Not applicable as no such sites will be affected.

(8) Biological resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, the proposed abandonment is unlikely to affect endangered or threatened species or areas designated as critical habitat. In accordance with this regulation, SRI is consulting by letter with the U.S. Fish and Wildlife Service. See Appendix 2.

(8)(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, abandonment of the segment would not affect wildlife sanctuaries or refuges, nor National or State Parks or Forests.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, abandonment of the segment will be consistent with applicable Federal, State or local water quality standards. In accordance with this regulation, SRI is consulting by letter with local water quality officials. See Appendix 2.

(9)(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, it is unlikely that the proposed abandonment would affect any designated wetlands or 100-year flood plains, thereby requiring a permit under Section 404 of the Clean Water Act. In accordance with this regulation, SRI is consulting by letter with the U.S. Army Corps of Engineers. See Appendix 2.

(9)(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Inasmuch as no rail traffic has moved over the segment for more than 13 years, it is unlikely that proposed abandonment would require a permit under Section 402 of the Clean Water Act. In accordance with this regulation, SRI is consulting by letter with the U.S. Environmental Protection Agency. See Appendix 2.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Inasmuch as no rail traffic has moved over the segment for more than 13 years, there would be no adverse environmental impacts that would require mitigation.

II. DRAFT HISTORIC REPORT

SRI hereby submits the following information required by 49 C.F.R. § 1105.8(d):

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

The required topographic map is attached to this Report as Appendix 3.

(2) A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The right-of-way of the segment is 100 feet wide except in the town of Veblen in which the segment is generally 300 feet wide. The area surrounding the segment is generally rural except for the town of Veblen.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

A photograph of the sole bridge on the segment is attached to this Report as Appendix 4.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

Not known.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The 8.1-mile segment of rail line proposed for abandonment is part of a lengthier line between Fairmount, North Dakota and Veblen constructed by the Fairmount and Veblen Railway in 1912. In 1915, Soo acquired the Fairmount and Veblen Railway. In 2000, SRI acquired the 26.3-mile rail line between Rosholt and Veblen of which the 8.1-mile rail line is a part.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

None available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The 8.1-mile segment is not thought to meet the criteria for listing in the National Register of Historic Places. It is unlikely that there are archeological resources or previously unknown historic properties in the project area. In accordance with this regulation, SRI is consulting by letter with the South Dakota Historical Preservation Office. See Appendix 2.

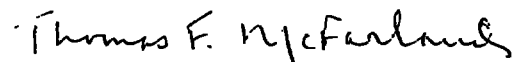
(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

SRI has no knowledge of any prior subsurface ground disturbance or fill, or environmental conditions that might affect the recovery of resources and the surrounding terrain.

Respectfully submitted,

SUNFLOUR RAILROAD, INC.
3400 E. 56th Avenue
Commerce City, CO 80022

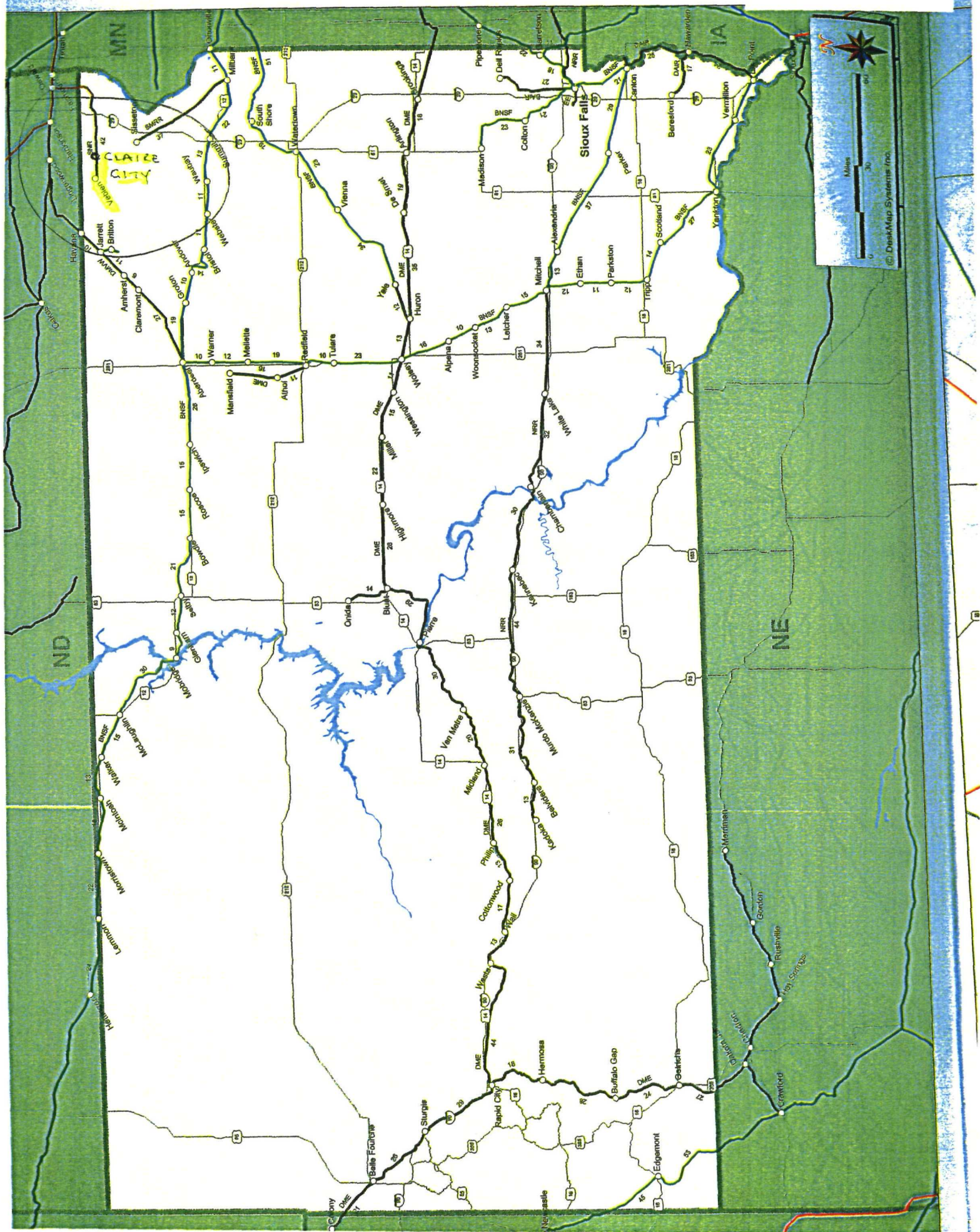
Applicant



THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112
(312) 236-0204
(312) 201-9695 (fax)
mcfarland@aol.com

Attorney for Applicant

Date Submitted: April 25, 2012



LAW OFFICE
THOMAS F. MCFARLAND, P.C.
208 SOUTH LASALLE STREET - SUITE 1890
CHICAGO, ILLINOIS 60604-1112
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FAX (312) 201-9695
mcfarland@aol.com

THOMAS F. MCFARLAND

April 18, 2012

State Clearinghouse

South Dakota Dept. of Transportation
Office of the Secretary
700 E. Broadway Avenue
Pierre, SD 57501

County Commissioners:

Roberts County Commissioners
411 2nd Avenue E
Sisseton, SD 57262

City Planner:

City of Claire City, SD
Planning & Development Department
P.O. Box 84
Claire City, SD 57224

City Planner:

City of Veblen, SD
Planning & Development Department
102 S. Main Street
Veblen, SD 57270

U.S. Army Corps of Engineers

U.S. Army Corps of Engineers
St. Paul District
180 5th St. East, Suite 700
St. Paul, MN 55101-1678

National Oceanic & Atmospheric Admin.:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9292
1315 East-West Highway
Silver Spring, MD 20910

South Dakota Historical Preservation Office:

South Dakota State Historic Preservation Office
Cultural Heritage Center
900 Governors Drive
Pierre, SD 57501

State Environmental Protection Agency

South Dakota Dept. of Environmental
and Natural Resources
523 E. Capitol Avenue
Pierre, SD 57501

County Commissioners:

Marshall County Commissioners
P.O. Box 130
Britton, SD 57430

Environmental Protection Agency

(regional office):
Environmental Protection Agency - Region 8
999 18th Street, Suite 500
Denver, CO 80202-2466

U.S. Fish & Wildlife Service:

U.S. Fish & Wildlife Service - Region 6
P.O. Box 25486
Denver, CO 80225

Natural Resources Conservation Service:

Natural Resources Conservation Service
USDA
200 4th Street, SW, Rm. 203
Huron, SD 57350

National Park Service:

Planning and Compliance Office
National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Re: STB Docket No. AB-1099X, *Sunflour Railroad, Inc.* -- *Abandonment Exemption*
-- *in Roberts and Marshall Counties, SD*

April 18, 2012

Page 2

Dear Agency or Governmental Representative:

Sunflour Railroad, Inc. (SRI) is a common carrier by railroad whose address is 3400 E. 56th Ave., Commerce City, CO 80022. In the near future, SRI intends to file with the Surface Transportation Board (STB) a Notice of Exemption from 49 U.S.C. § 10903 for abandonment of an 8.1-mile segment of its rail line between Milepost No. 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, South Dakota (the Rail Line). The Rail Line is shaded in yellow on a map that is attached to this letter as Appendix 1.

Before filing a Notice of Exemption for abandonment of the Rail Line, SRI is required to prepare and circulate to appropriate local government agencies a Draft Environmental and Historic Report that will be reviewed by the STB in conjunction with its determination of whether or not the proposed abandonment would have a significant adverse effect on the human environment or on historic resources. This letter is intended to consult with your agency in regard to the environmental and historic effects of the proposed abandonment.

Pursuant to STB regulations at 49 C.F.R. § 1105.7, this letter is to request your assistance in identifying potential environmental and historic effects of that proposed abandonment. SRI does not anticipate any adverse environmental or historic impacts; however, if you identify any such adverse impacts, please describe any action that could be taken to mitigate such adverse impacts. Please provide a written response to this letter as soon as possible so that your response can be included in a Draft Environmental and Historic Report that SRI will prepare, file with the STB, and serve on interested agencies.

COUNTY AND CITY PLANNING AGENCIES. Please state whether the proposed abandonment would be consistent with existing land-use plans. Describe any inconsistencies.

US SOIL CONSERVATION SERVICE. Please state the effect of the proposed abandonment on any prime agricultural land.

US FISH AND WILDLIFE SERVICE. Please state (1) whether the proposed abandonment is likely to adversely affect endangered or threatened species or areas designated as a critical habitat and, if so, please describe such effects; and (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected and, if so, please describe such effects.

April 18, 2012

Page 3

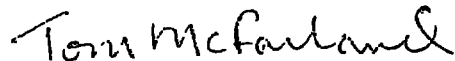
STATE WATER QUALITY OFFICIALS. Please state whether the proposed abandonment would be consistent with applicable Federal, State or Local water quality standards. Please describe any inconsistencies.

US AND STATE ENVIRONMENTAL PROTECTION AGENCIES (OR EQUIVALENT AGENCY). Please (1) identify any potential adverse environmental effects of the proposed abandonment on the surrounding area, and (2) identify the location of any known hazardous materials spills on the right-of-way of the Rail Line, and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed abandonment.

STATE HISTORICAL PRESERVATION OFFICE. Please identify any bridges on the Rail Line that are historically significant. The Rail Line was constructed by the Fairmount and Veblen Railway in 1912. Shortly thereafter, the Rail Line was sold to Soo Line Railroad Company (Soo). SRI acquired the Rail Line from Soo in 2000.

Please send your reply to me as SRI's attorney to: Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604-1112. You may reach me by telephone at (312) 236-0204 if you have any questions or need further information. SRI appreciates your assistance in furnishing a reply to this letter.

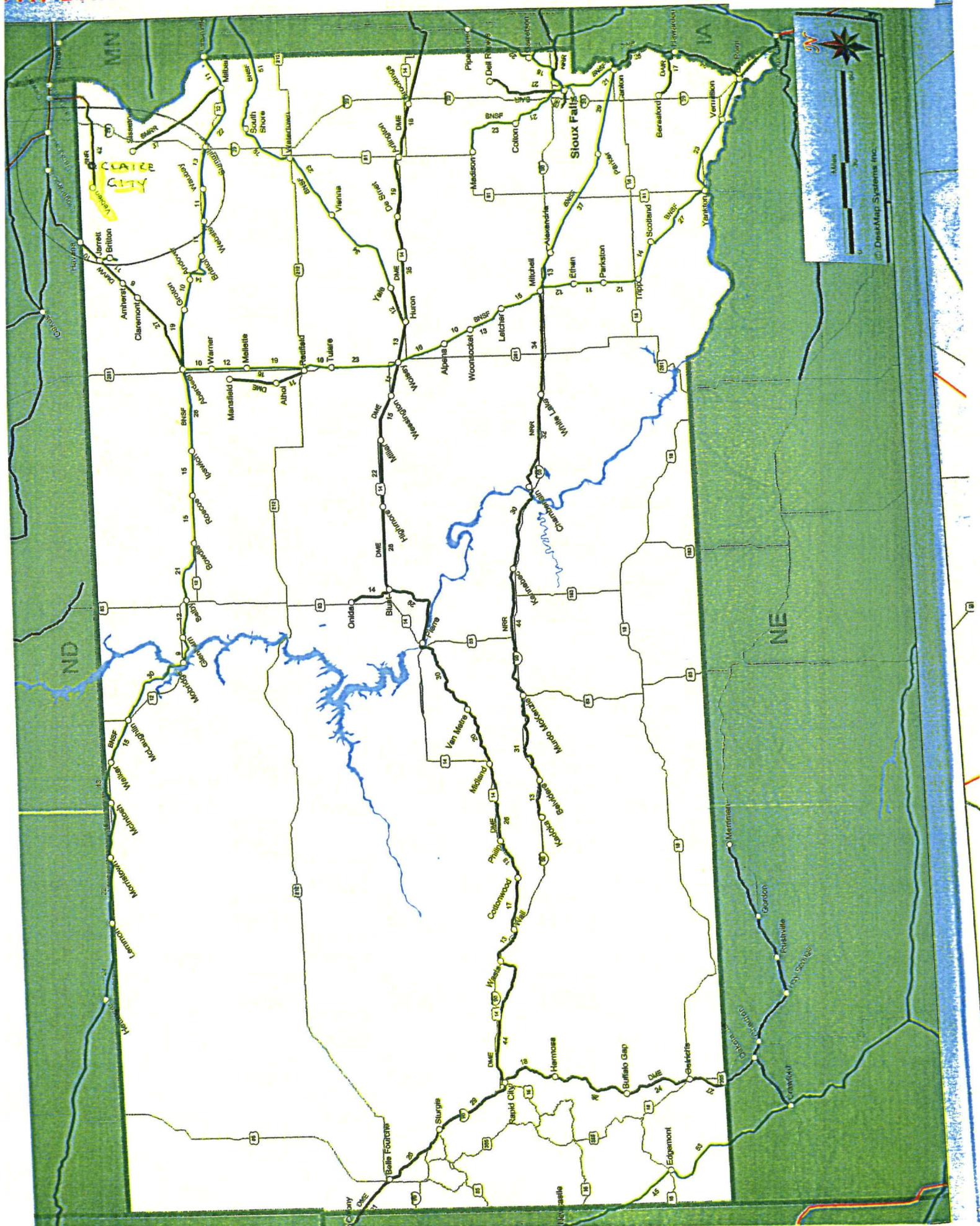
Very truly yours,



Thomas F. McFarland
Attorney for Sunflour Railroad, Inc.

TMcF kl wp8 0\1515\ltragencies1

cc: Tom Mars, *by e-mail*

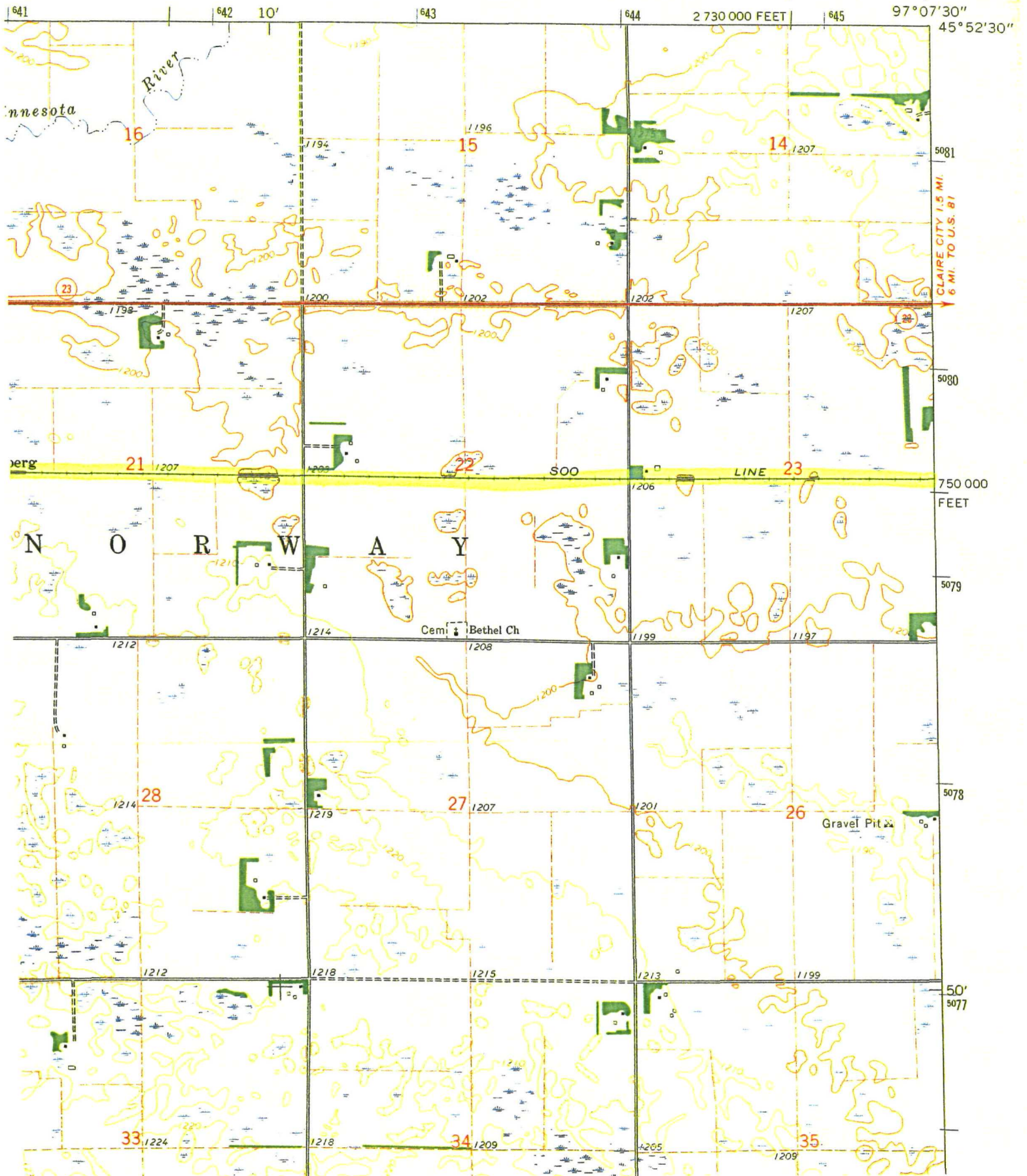


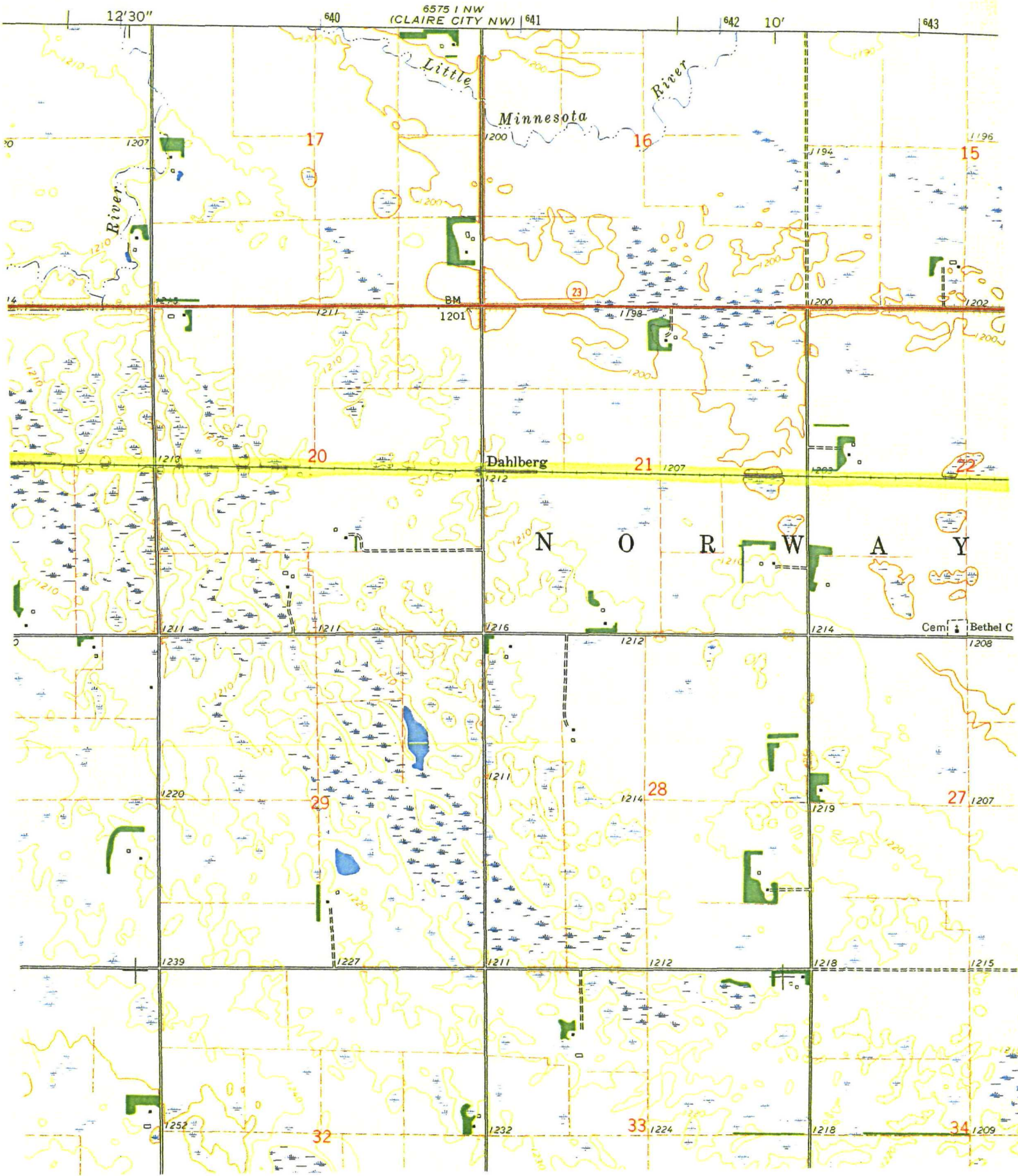
05751 NW
(CLAIRE CITY NW)



CLAIRE CITY SW QUADRANGLE
SOUTH DAKOTA
7.5 MINUTE SERIES (TOPOGRAPHIC)

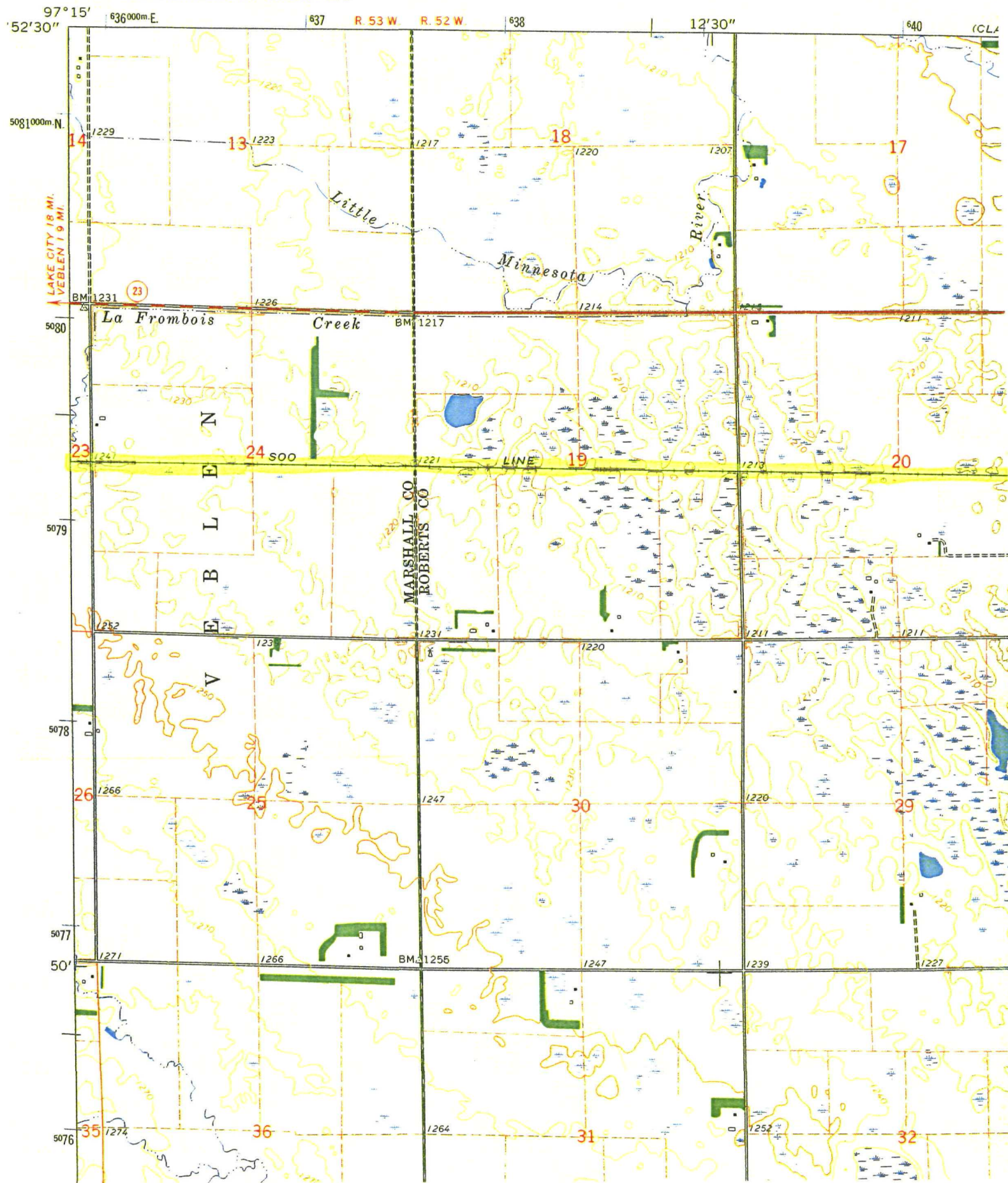
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CLAIRE CITY



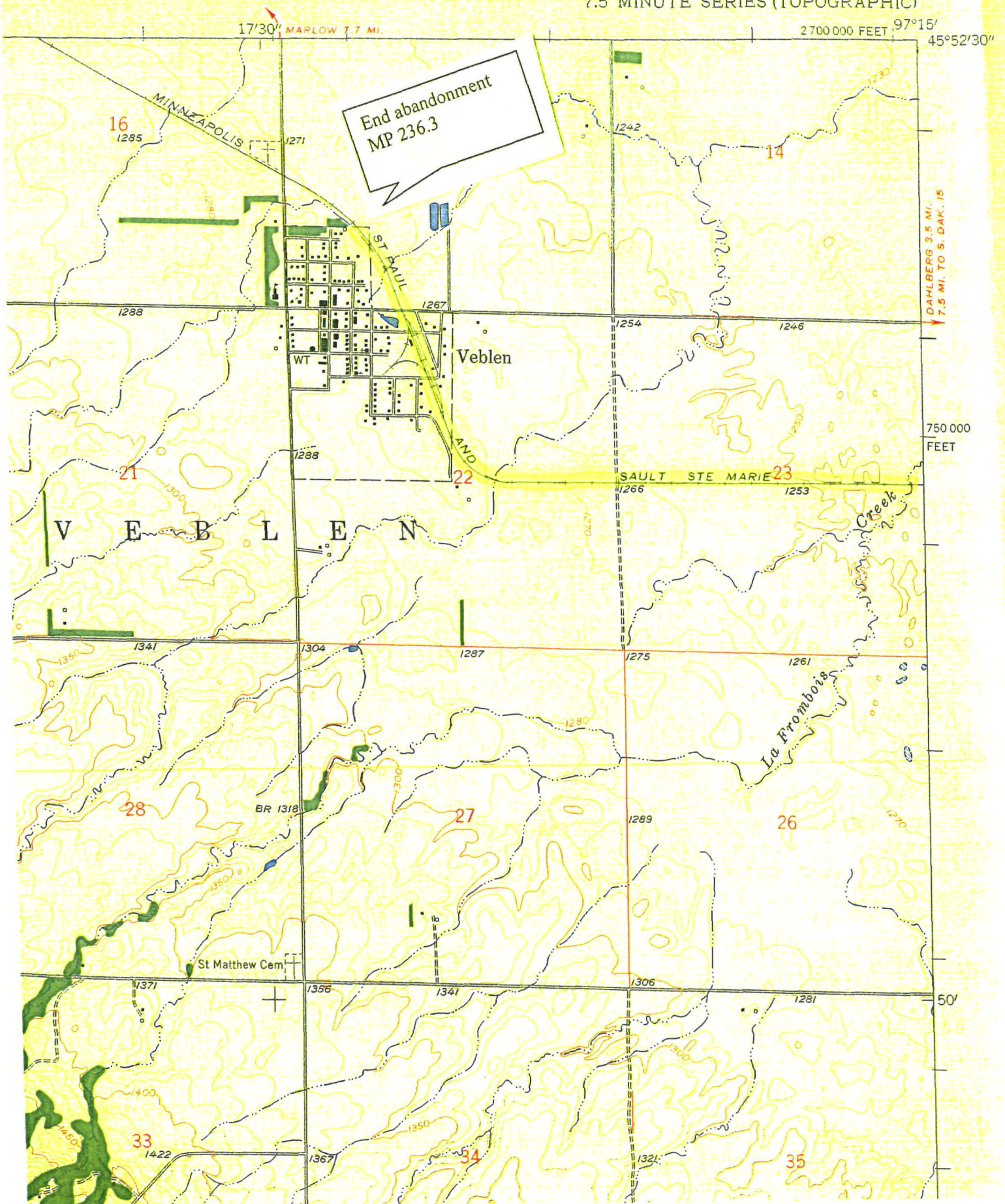


IV NE
V NE

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



VEBLEN QUADRANGLE
SOUTH DAKOTA—MARSHALL CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)





APPENDIX 4

RESPONSES TO DRAFT ENVIRONMENTAL AND HISTORIC REPORT

RECEIVED

APR 23 2012

DEPT. OF ENVIRONMENT AND
NATURAL RESOURCES,
SECRETARY'S OFFICE

THOMAS F. MCFARLAND

LAW OFFICE

THOMAS F. MCFARLAND, HAD

208 SOUTH LASALLE STREET - SUITE 1100

CHICAGO, ILLINOIS 60604-1112

TELEPHONE (312) 236-0204

FAX (312) 201-9695

mcfarland@aol.com

April 18, 2012

Waste Management Determination

Hazardous Waste/Solid Waste/Asbestos

It appears, based on the information provided, that this project will have little or no impact on the waste management in this area.

Approved By: Donni Kalloway
Date: 4-24-12

South Dakota Department of

Environment & Natural Resources

Phone: (605) 773-3153 Fax: (605) 773-6035

State Clearinghouse

South Dakota Dept. of Transportation
Office of the Secretary
700 E. Broadway Avenue
Pierre, SD 57501

County Commissioners:

Roberts County Commissioners
411 2nd Avenue E
Sisseton, SD 57262

City Planner:

City of Claire City, SD
Planning & Development Department
P.O. Box 84
Claire City, SD 57224

City Planner:

City of Veblen, SD
Planning & Development Department
102 S. Main Street
Veblen, SD 57270

U.S. Army Corps of Engineers

U.S. Army Corps of Engineers
St. Paul District
180 5th St. East, Suite 700
St. Paul, MN 55101-1678

National Oceanic & Atmospheric Admin.:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9292
1315 East-West Highway
Silver Spring, MD 20910

South Dakota Historical Preservation Office:

South Dakota State Historic Preservation Office
Cultural Heritage Center
900 Governors Drive
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(regional office):
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999 18th Street, Suite 500
Denver, CO 80202-2466

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U.S. Fish & Wildlife Service - Region 6
P.O. Box 25486
Denver, CO 80225

Natural Resources Conservation Service:

Natural Resources Conservation Service
USDA
200 4th Street, SW, Rm. 203
Huron, SD 57350

National Park Service:

Planning and Compliance Office
National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Re: STB Docket No. AB-1099X, *Sunflour Railroad, Inc.* -- Abandonment Exemption
-- in Roberts and Marshall Counties, SD

April 18, 2012

Page 2

Dear Agency or Governmental Representative:

Sunflour Railroad, Inc. (SRI) is a common carrier by railroad whose address is 3400 E. 56th Ave., Commerce City, CO 80022. In the near future, SRI intends to file with the Surface Transportation Board (STB) a Notice of Exemption from 49 U.S.C. § 10903 for abandonment of an 8.1-mile segment of its rail line between Milepost No. 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, South Dakota (the Rail Line). The Rail Line is shaded in yellow on a map that is attached to this letter as Appendix 1.

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US FISH AND WILDLIFE SERVICE. Please state (1) whether the proposed abandonment is likely to adversely affect endangered or threatened species or areas designated as a critical habitat and, if so, please describe such effects; and (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected and, if so, please describe such effects.

April 18, 2012

Page 3

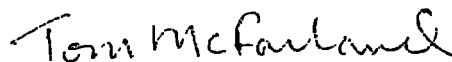
STATE WATER QUALITY OFFICIALS. Please state whether the proposed abandonment would be consistent with applicable Federal, State or Local water quality standards. Please describe any inconsistencies.

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Please send your reply to me as SRI's attorney to: Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604-1112. You may reach me by telephone at (312) 236-0204 if you have any questions or need further information. SRI appreciates your assistance in furnishing a reply to this letter.

Very truly yours,



Thomas F. McFarland
Attorney for Sunflour Railroad, Inc.

TMcF kl wp8.0\1515\ltragencies1

cc: Tom Mars, by e-mail



May 2, 2012



RECEIVED

MAY 04 2012

McFARLAND, P.C.

SIS
Mr. Thomas F. McFarland, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112

PROJECT CONSULTATION

Project: 120423004F – Sunflour Railroad, Inc. Abandonment of Rail Line Milepost No. 228.2 to Milepost 236.2 in South Dakota
Location: Multiple Counties
(STB)

Dear Mr. McFarland:

Thank you for the opportunity to comment on the above referenced project. The South Dakota Office of the State Historic Preservation Officer (SHPO) is currently unable to comment on the effect of the proposed project on the non-renewable cultural resources of South Dakota.

We received your correspondence on April 23, 2012 and April 30, 2012, concerning the abandonment of rail line by Sunflour Railroad, Inc. (SRI). Based on a brief check of our records it appears this segment of the rail line has not been assessed for listing on the National Register of Historic Places. Without this information it is unclear if the proposed abandonment will negatively impact historic properties in your project area.

However, a contextual document entitled “South Dakota’s Railroads” has been developed to help assess the eligibility of railroad resources. The context can be found at the South Dakota State Historical Society’s website at history.sd.gov/Preservation/OtherServices/SHPODocs.aspx.

We look forward to helping with Surface Transportation Board fulfill their responsibilities under Section 106 of the National Historic Preservation Act.

Should you require additional information, please contact Paige Olson at (605) 773-6004.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

Paige Olson
Review & Compliance Coordinator



May 2, 2012

Mr. Thomas F. McFarland, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112

PROJECT CONSULTATION

Project: 120423004F – Sunflour Railroad, Inc. Abandonment of Rail Line Milepost No. 228.2 to Milepost 236.2 in South Dakota
Location: Multiple Counties
(STB)

Dear Mr. McFarland:

Thank you for the opportunity to comment on the above referenced project. On May 10, 2012, we received your additional information concerning the eligibility of the railroad for listing on the National Register of Historic Places. Unfortunately, the South Dakota Office of the State Historic Preservation Officer (SHPO) cannot concur with your recommendations until additional information is submitted.

In order for my office to provide meaningful comments regarding the eligibility of the property, we request the following information be provided:

- 1) The current condition of the railroad (bridges, grade, tracks) and associated ancillary facilities (culverts, signaling devices, interlocking towers, grade crossings) need to be documented. This information should include a written description and photographs of each feature.
- 2) Explain what role the railroad played in the development of Claire City, Veblen, agriculture, etc.
- 3) Explain how the appropriate National Register Criteria were applied to the property.

For your convenience, I have enclosed section 5. B. 1.- 4. of the context document entitled "South Dakota's Railroads". The enclosed section of the context describes the structures and objects associated with the railroad structure. Pages 57-59 of the enclosed document explain how to apply the National Register Criteria. I recommend a consultant/ contractor familiar with the National Park Service's guidelines prepare the documentation. I have enclosed a list of preservation consultants/contractors for your convenience.

Should you require additional information, please contact Paige Olson at (605) 773-6004.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

A handwritten signature in black ink, appearing to read "P. Olson", written in a cursive style.

Paige Olson
Review & Compliance Coordinator

Cc: Ms. Victoria Rutson, Surface Transportation Board

Enclosure: "South Dakota's Railroads" Section 5. B. 1.- 4
South Dakota Contractor/Consultant List

local civic commercial, or economic role. This association may be demonstrated through the building's use by a railroad for a substantial length of time during the historic period, and/or by being a component of an important local railway-centered industrial or business district. Eligible properties must also meet the integrity guidelines outlined below.

Criterion "C": A railway-related building in South Dakota will be eligible for the National Register of Historic Places under Criterion "C" if it is a representative example of railroad-standard building forms, or if it is an example of exceptional period architecture. To be eligible under this criterion, the nominated property must display strong and largely unaltered characteristics of the building forms and styles that were utilized by South Dakota railroads during the historic period, with only a minimal loss of integrity. Integrity standards for a Criterion "C" property should be higher than those for other criteria, unless the property being considered is a rare surviving example of an important type. In judging eligibility under Criterion "C," a property's level of architectural integrity should be compared against that of other South Dakota examples of the building form.

4: Integrity: To be eligible for the National Register of Historic Places, a railroad-related building in South Dakota must generally retain integrity of *location* and *setting*. An exception to this standard is made for wood-framed depot and section house buildings, almost none of which survive in their original locations. Since relatively few South Dakota railroad lines remain operational, integrity of setting will not be lost through the removal of trackage and associated features, but some visual indication of the former railroad geography of the site (such as grade) should remain apparent. The buildings should also retain integrity of *design*, *materials*, and *workmanship* such that the historic massing, detailing, and use of the building remain readily apparent. A substantial addition to a building, or the removal of a major historic building component would disqualify the building from listing. Primary components of the historic fenestration pattern must remain evident, and significant portions of the building's original exterior siding must remain visible, unless the replacement siding dates from the historic period. Normally, a property will retain integrity of *feeling* and *association* if the remaining five areas of integrity survive.

B: "Railway Structural and Engineering Features" Property Type:

1: Description: This property type includes all major non-building resources (structures and objects) constructed, owned, and used by South Dakota railroad companies to help meet their operational needs. It includes the following subtypes:

A: Bridges: This subtype includes all railway-owned bridges constructed with the primary purpose of carrying railroad tracks across a watercourse, roadway, or other obstacle. Both historically and today, bridges are a relatively common engineering element on most railway lines. In South Dakota, most railway bridges are timber-pile trestles, used to cross relatively minor watercourses. Larger crossings were accomplished with steel or concrete stringers or girders; such designs were sometimes also used to replace earlier timber trestles. Bridge locations requiring larger clear-span crossings featured through truss designs. Through truss railroad bridges, while relatively uncommon in South Dakota, are among the best examples of bridge engineering in the state.

In South Dakota (as elsewhere), the earliest railroad bridges were almost exclusively timber trestles. A trestle is simply a timber bridge deck supported by many timber bents or capped pilings sunk into the ground and stream bed. These structures were easier and cheaper to build than concrete or steel bridges, and could in some circumstances be used to span obstacles of substantial size. Timber bridges were, however, more maintenance-intensive than structures made from more durable materials.^{xcv} A great many examples of this straightforward bridge design survive in South Dakota today.



Figure 31. A typical example, from the Milwaukee Road, of a small timber trestle (State Historic Preservation Office photo).

As rail traffic on a particular line increased, wooden trestles would often be replaced with more permanent structures. By the time this process began in South Dakota steel truss bridges on stone or concrete piers were in common use by railroads nationwide. Both single and multi-span bridges were built utilizing this technique.^{xcvii} A single-span example, reputedly dating from 1878, still spans the Big Sioux River on the former Chicago & North Western line just east of Brandon. The massive former North Western bridge over the Missouri River near Pierre dates from 1907. Still in use a century later, it is perhaps the state's finest example of bridge engineering.

Steel girder bridges were also utilized in South Dakota. This bridge type consists of two solid steel girders which span the gap between the piers.^{xcviii} This bridge type eliminated the elaborate steelwork and overhead obstructions of truss bridges, and was less expensive to erect. A good surviving example can be found spanning the Vermillion River on the former Milwaukee line just west of the town of Vermillion.

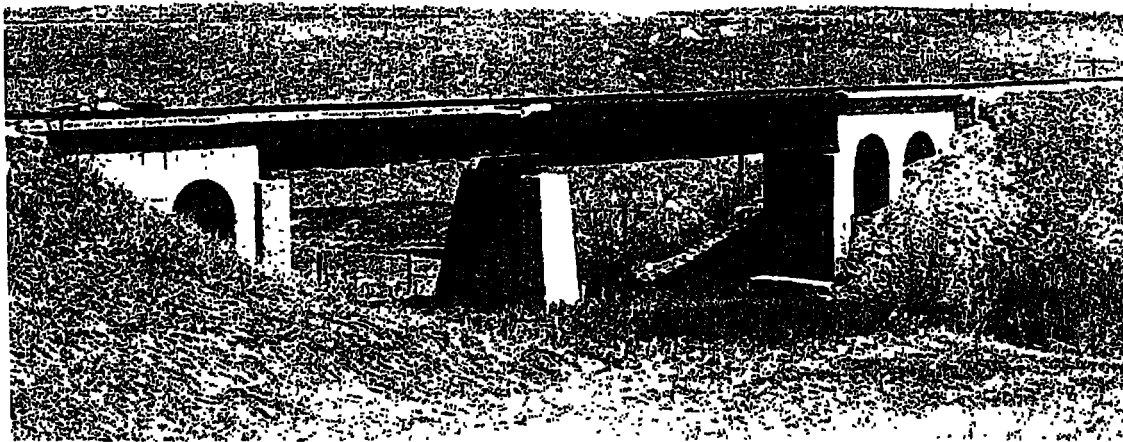


Figure 32. This deck girder bridge on the Milwaukee Road west of Aberdeen displays the arched concrete approaches that were characteristic of that railroad's larger bridges (State Historic Preservation Office photo).

Soon after the turn of the century, reinforced concrete began to be used in bridge construction, particularly for small spans.^{xviii} The Chicago, Rock Island & Pacific line in Lincoln County southeast of Sioux Falls received new concrete trestles and culverts in 1898 and 1899, and many others exist on the state's heavily-traveled lines.

In general, a relatively high number of period railroad bridges remain in South Dakota; nearly all of the survivors are on those historic lines which remain in active use.

B: Tunnels: This subtype includes all railway tunnels in the state. Because of the state's geography, few railway tunnels exist in South Dakota, but at least four are known to survive in the Black Hills area (three on the former Burlington line to Deadwood and one on the former North Western). In addition to the presence of the tunnel bore itself, railway tunnels are further described by the type of lining present in the tunnel, as well as the portal design. In South Dakota, these are typically utilitarian, of timber construction. Because of their inherent nature, evidence of a former railroad tunnel is durable, and this is a rare example of a railway resource type in South Dakota where all examples historically constructed appear to survive today.

C: Railway line segments: This subtype includes intact segments of railway trackage (and the ancillary features associated with it), as well as segments of abandoned or never-completed railway grade. Most of South Dakota's historic railroad routes are now abandoned, and visual evidence of these line segments is now largely limited to the linear berm of the former railroad subgrade. In addition to the subgrade, and the trackwork of extant lines, railway line segments may also display a number of ancillary features, including fences, telegraph lines, culverts, and highway crossings. Normally, such items would be recorded as elements of the railway line itself, since they lack the scale and significance to be classed as individual resources. Larger-scale architectural and engineering features (such as bridges), however, may be recorded either individually or as components of a longer railway line.

Undoubtedly the most important – and most often overlooked – railroad resource is the actual railway line itself and the various improvements in it. A railroad right-of-way is generally a strip of land (typically 100 feet wide) which includes the railroad berm and track. The track components of a railroad line have remained surprisingly constant over time, although materials, techniques, and standards have evolved. In several instances of very early railroad construction, for example, ties and rails were laid directly on ungraded or minimally graded right-of-way. Some branch lines still reflect these minimal standards for track construction.

As the region's rail industry matured, construction assumed a more permanent character. These lines consisted of a raised grade or berm allowing for adequate drainage, ties supported by a ballast of gravel, slag, cinders and/or crushed rock, and heavier rails for added longevity. Maintaining an even grade also became important, necessitating the excavation of cuts and the creation of fills. This general approach to building rail lines held true for the entire period of rail expansion in South Dakota. In many instances traffic demand never warranted further upgrading of track beyond simple maintenance. With the exception of portions of the Milwaukee main line to Puget Sound, extensive double-tracking of South Dakota lines never took place, as it did elsewhere.

Other improvements of a linear nature are often found within the right-of-way. Company-owned telegraph and telephone lines were long the primary means of communication for railroads. As such telegraph poles and lines often run along the right-of-way. Rights-of-way were generally fenced on both sides to prevent access by livestock. Snow fences were also utilized along some routes in an effort to prevent snowdrifts from blocking traffic.

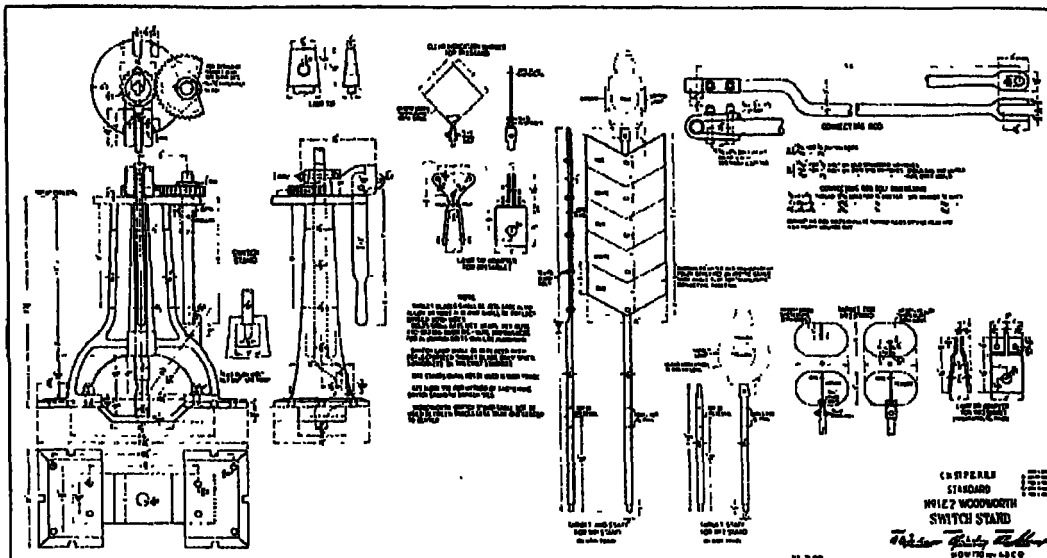


Figure 33. Standard Milwaukee Road track switch stand (author's collection).

As noted throughout this document, most of South Dakota's former railroad right-of-way has been abandoned. Many such lines have had tracks removed and in some instances ownership has reverted to the adjoining landowners. In the case of the former Burlington line from Edgemont to Lead a recreational trail is being constructed along the old right-of-way.

Significant stretches of both operating abandoned right-of-way remain, however, and the linear character of these resources provides a strong visual reminder of the railroad industry's reason for being.

→ *D: Minor associated features:* The following paragraphs briefly discuss some of the many miscellaneous non-architectural minor railway feature types primarily associated with railway line segments. In general, these resources are small, ancillary features which are ordinarily not of a sufficient scale to be independently evaluated for National Register eligibility. They may, however, be identified as contributing elements of larger historic sites.

Culverts: Nearly all culverts are used to carry small watercourses under railroad right-of-way berms. A culvert is simply a masonry, tile, metal or concrete tube which is buried in the berm. Wooden box culverts were also widely used in early construction, particularly in arid regions.

Signaling Devices: One of the most critical requirements of railroad operations is the need to communicate with and control the movements of trains along the line. The earliest signals were used by station agents in order to flag a train to stop for passengers and goods. Initially these signals were merely a flag or ball which was hoisted up a halyard located on a pole at trackside. A lit lantern was used at night.

By the mid-nineteenth century the telegraph was in wide use by railroads, allowing centralized dispatchers to communicate directly with station agents. Dispatchers could wire "train orders" directly to the appropriate station, which would transmit them to the train crew.^{xcix} Telegraph usage had become an industry standard by the time most South Dakota lines were built. Signals, though, remained hand operated by station agents.

Once electricity became readily available, electric signaling lights were incorporated into station semaphore signals. A series of colored lenses were built into the semaphore arm which would change the color of the accompanying electric light any time the arm changed position. Semaphore-style signals of this type remain in use at the crossing of the former Milwaukee Road and former North Western lines just outside of Wolsey, South Dakota.

Most lines in South Dakota never developed the traffic requirements to justify more advanced or modernized signaling systems. Several, however, received automatic block signal systems during the mid-twentieth century. These signals are electronically controlled and are designed to allow only one train into a particular block of track at any one time. Various electronic signal systems are in use today on the former Milwaukee main line across the state, as well the former Burlington route through Edgemont.



Figure 34. An electric color-light signal, switchman's shanty, and telephone box, along the Milwaukee Road in Walworth County (State Historic Preservation Office photo).

Interlocking Towers: These buildings were placed at points where busy rail lines intersected. Operators who staffed these towers controlled the movement of trains through the junction by operating switches and signal lights controlled by levers mounted in the tower. Due to the light traffic density of most South Dakota rail lines, interlocking towers were rare, and none are known to exist today.

At crossings where traffic density did not demand the use of an interlocking, a switchman or watchman could be stationed in a small ground-level shanty. The shanty would be placed in close proximity to the junction or crossing, often adjacent to the signals and switch mechanism. These were very simply-built vernacular wood structures. A surviving example is reportedly located at Java Junction on the former Milwaukee line in Walworth County.

Grade Crossings: Grade crossings are the locations where roadways cross railroad lines. They are characterized by areas of timber or asphalt infill between the rails, accompanied by signage and/or signaling, fencing, and railway cattle guards. Initially, grade crossings were seldom marked or controlled. As concerns for safety increased, warning signs were erected and at busy crossings gates operated by watchmen were constructed. Once electricity became readily available a variety of automatic crossing guards and warning devices came into use. These features remain common across South Dakota today.

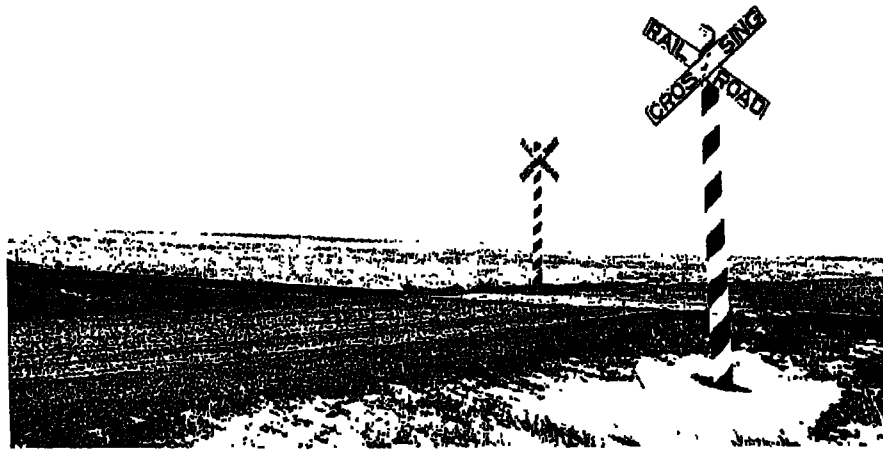


Figure 35. A desolate rural grade crossing in Dewey County, as photographed in February 1942 (South Dakota State Archives photo collection).

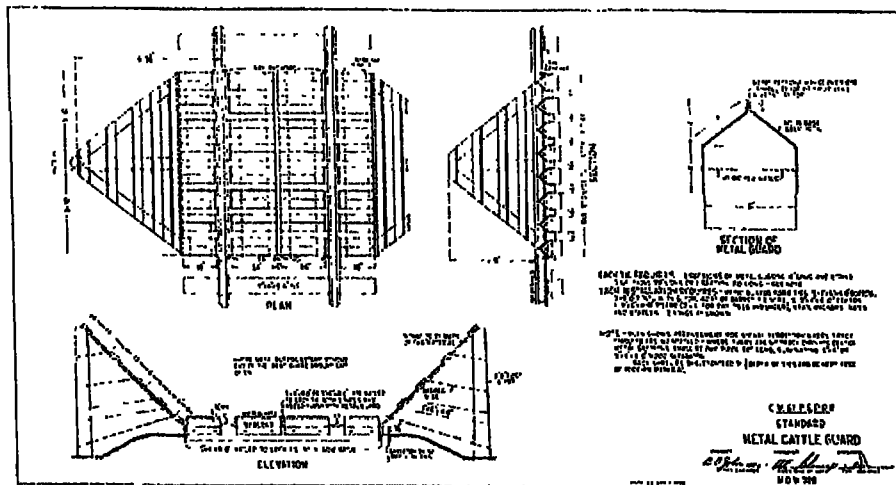


Figure 36. Standard Milwaukee Road cattle guard (author's collection).

➔ **2: Significance:** In general, railway-related structural features in South Dakota may be significant for their association with the history of a region (Criterion "A") or as a representation of the transportation technology or engineering of a period (Criterion "C"). These associations are described more fully below:

Criterion "A": The construction of virtually any railroad is a complex, expensive undertaking. The railways built into and through South Dakota were easily among the largest construction projects undertaken in the state during the historic period. Consequently, the construction of one of the state's important rail lines is, in itself, an act of sufficient magnitude to give the line significance.

Most railroad lines, however, produced far more dramatic historical impacts. The construction of each of these lines was an event leading to striking changes in the region served

by the new route. As a direct consequence of local railway construction, agricultural settlement and production dramatically increased, townsites were platted, and the level of business activity rose. In addition, the geographical pattern of this new settlement and activity was directly and consciously guided by the railroad companies through the companies' choice of route and of townsite locations.

The high level of railroad influence on the state's economy and lifestyle continued for decades after the completion of the lines. Until well after World War I, the railroads served as the primary means for the carriage of passengers, freight, and mail to and from South Dakota. In particular, the state's agricultural economy remained almost completely dependent on the railroads to carry its products to market. While many of the railroad's roles have diminished or ceased in recent years, South Dakota's railways remain an important factor in the state's economy.

Criterion "C": South Dakota's railway-related structural resources may be significant under National Register Criterion "C" as examples of early twentieth-century railway design, engineering, and architecture. In common with other major industries of the period, America's railway companies developed and implemented a largely-standardized series of engineering and architectural plans for the construction and maintenance of company facilities; these designs reflected the technical capabilities of the day and the economics of the industry. Unlike most other industries, however, railroad engineering was highly visible to the public, and its near-universal presence made it an unusually important component of the cultural landscape. The remaining railroad-related features in South Dakota reflect this period of industrial design.

3: Registration Requirements: The registration requirements for this property type depend on whether the recourse being considered is *linear* (such as a railroad line or grade), or *non-linear* (such as a bridge or tunnel). The two types are described separately below.

Linear resources: To be eligible for listing on the National Register of Historic Places under Criterion "A," a railroad line or grade in South Dakota must have served during the historic period as part of an important means of access to the state, or as an important travel or commerce route within the state. The route being evaluated must follow an historic alignment closely enough so as to strongly suggest the historic landscape which existed during the period of significance. Railway line segments must either be of sufficient length to continue to visually convey the linear nature of the property, or include (and visually relate to) a significant non-linear historic feature such as a bridge, a trackside industry, grain elevator, or similar resource.

The visual character of a railway segment is defined by a variety of qualities and interactions, related both to the railway itself and its surrounding geography, thus making it difficult to quantify in numeric terms. In general, any railway segment where the track structure survives is likely to meet this requirement. For abandoned grades (and never-completed grades), a segment of undisturbed grade should be long enough that an observer standing near one end of the segment would not notice significant right-of-way breaks or obstructions when looking towards the opposite end of the segment. Alternately, other historic elements that tend to reinforce that linearity should remain present, such as right-of-way fencing, telegraph poles, or snow fencing. Note that when evaluating a segment of railway grade which was never

completed, that a shorter segment may retain eligibility if it represents the full extent to which that segment was originally completed.

To be eligible under Criterion "C," the resource, in its current form, must continue to reflect significant elements of period railroad engineering; it may do this through the visible retention of historic qualities of design, routing, and materials. The linear nature of the property must also remain evident, as described in the previous paragraph. In addition, eligibility under either criterion requires adherence to the eligibility guidelines described below.

Non-linear resources: To be eligible for listing on the National Register of Historic Places under Criterion "A," a railway-related structural feature in South Dakota must have served during the historic period as a component of an important means of access to the state, or as an important travel or commerce route within the state. To be eligible under Criterion "C," the resource, in its current form, must continue to reflect significant elements of period railroad engineering; it may do this through the visible retention of historic qualities of design, materials, and workmanship. In addition, eligibility under either criterion requires adherence to the eligibility guidelines described below.

4: Integrity: To be eligible for the National Register of Historic Places, all features described under this property type must retain integrity of *location*, with the exception of short realignments undertaken as part of routine maintenance and upgrading projects. All properties should retain integrity of *setting* to the extent that the cultural landscape along the right-of-way has not undergone dramatic change since the close of the historic period, although the existence of non-historic buildings along the route will not damage the integrity of the route itself. The integrity of *design, materials, and workmanship* is difficult to judge for railways, since active lines are maintained annually, and occasionally receive full reconstruction. Because of this, a railroad line's original materials need not survive, although the current materials should be visually comparable to the material used during historic times. (The introduction of replacement, small-scale components made of modern materials – such as concrete ties, for example – will slightly lessen integrity of materials, but not disqualify a feature from eligibility.) These areas of integrity will also be diminished if major historic structures along the route (such as bridges) have been replaced with modern structures. Note that the act of abandonment of a railway line segment (and the removal of its rails and ties) will not in itself diminish its integrity below the level needed for eligibility. Normally, a railroad property will retain integrity of *feeling and association* if the remaining five areas of integrity survive.

C: "Railway Yards and Operational Complexes" Property Type:

1: Description: In contrast to the property types above, which identify and evaluate individual railway-related resources, this property type is intended to evaluate the locations of current or former railroad operational bases comprised of a variety of individual features. (Most of these individual features, when located in isolation from other railroad features, will fall into one of the property types or subtypes outlined above.) This property type will typically identify a district or site, rather than a building, structure, or object. Most if not all sites evaluated for criterion D eligibility will also fall into this property type.

A: Railway yards and operating terminals: This subtype includes the current or former locations of South Dakota's largest railway yards. In contrast to community station sites (below), which emphasize features used by shippers and the traveling public, operating terminals are characterized by resource types used for railroad operation and maintenance activities. (Depots and similar resources may still be present in this subtype, however.) Resource types present in a railway operating terminal may include:

- multi-track yards for freight car classification and storage;
- an engine house, or roundhouse and turntable;
- other locomotive and freight car maintenance facilities;
- facilities to fuel and water locomotives; and
- a variety of smaller maintenance and storage buildings and structures.

Railroad yards were complex sites often characterized by a high, near-constant level of activity, filling a diverse yet interrelated series of roles. The significance of the site type stems, in large part, from this interrelationship, since it provides a broader picture of overall railroad operational patterns. Other than the yard trackage itself, however, most major resource types present in a major railroad yard have been listed individually in the property types above.

The trackage pattern in a railway yard consists of one or more main (or "through") tracks, and a series of yard or stub tracks. The yard tracks were used to assemble trains, transfer cars from one train to another and to store cars which were not immediately needed. These tracks were typically arranged in a "ladder" pattern along one side of the through tracks. (Stations and related facilities were located on the other side of the yard ladder.) Stub tracks were also built to provide access to lineside industries or freighting facilities and to connect yards with maintenance and storage buildings such as engine houses and car shops.

Most major railway yards in South Dakota were located in "division point" towns, located at approximate 100-mile intervals along major rail lines. Others were located at important railway junctions. Good examples of this property type still remain in Huron, Aberdeen, Rapid City, and elsewhere, but most terminal sites have lost much of their historic fabric.



Figure 37. A 1970s view of the Milwaukee Road yards in Mitchell (State Historic Preservation Office photo).

Architectural Historians

This list contains professionals in the field of architectural history and includes only individuals who requested listing, submitted a vitae, and appear to meet or exceed the minimum professional qualifications standards under 36 CRF 61, Appendix A. This list is distributed with the understanding that the South Dakota State Historical Society, State Historic Preservation Office, does not recommend, endorse, or assume responsibility for the quality of the work nor guarantee that any work product produced by those on this list will necessarily meet federal or state requirements. The professionals on this list possess varied levels of education and experience, and their listing does not imply that every individual is qualified to conduct all classes or levels of investigation, research, testing, or reporting.

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Agency: **Summit Envirosolutions Inc**
Contact: Andrew Schmidt
Address: 1217 Bandana Blvd N
St Paul MN 55108-5114
Phone: 651-842-4202
Toll Free: none
Fax: 651-647-0888
Email: aschmidt@summite.com
Web: www.summite.com
Specialties:
archaeology - precontact & historical, architectural
archaeology, architectural history, history, history
planning & compliance, Section 106 compliance

Agency: **The 106 Group Ltd**
Contact: K Anne Ketz
Address: 370 Selby Ave Ste 206
St Paul MN 55102-2855
Phone: 651-290-0977
Toll Free: none
Fax: 651-290-0979
Email: anneketz@106group.com
Web: www.106group.com
Specialties:
archaeology, architectural history, historic
preservation, ethnography, interpretive planning,
GIS/GPS

Agency: **Rural Preservation Partners**
Contact: Sheriffa Jones
Address: PO Box 265
Spencer IA 51301-0265
Phone: 712-262-2083
Toll Free: none
Fax: 712-262-2690
Email: sjones@iowalakesrcd.org
Web: www.iowalakesrcd.org/Preservation.htm
Specialties:
architectural history, NR prep, HP education,
nonprofit management, CRM inventory & survey,
grant writing, Board facilitation, project management,
SWOT analysis

Agency: **Stark Preservation Planning**
Contact: William Stark
Address: 2840 43rd Ave S
Minneapolis MN 55406-1821
Phone: 651-353-2628
Toll Free: none
Fax: none
Email: will@StarkPreservation.com
Web: www.starkpreservation.com
Specialties:
historical research, preservation planning

Agency: **SWCA Environmental Consultants - CO**
Contact: Scott Slessman
Address: 295 Interlocken Blvd Ste 300
Broomfield CO 80021-8048
Phone: 303-487-1183
Toll Free: none
Fax: 303-487-1245
Email: sslessman@swca.com
Web: www.swca.com
Specialties:
archaeology, architectural history, history, NEPA
planning & compliance, tribal consultation, Section
106 compliance

Agency: **The Louis Berger Group Inc**
Contact: Randall Withrow
Address: 950 50th St
Marion IA 52302-3853
Phone: 319-373-3043
Toll Free: none
Fax: 319-373-3045
Email: rwithrow@louisberger.com
Web: www.culturalresourcegroup.com
Specialties:
archaeology, architectural history, cultural resources
consulting

Agency: The Midwestern Company
Contact: Mary Troutman Gates
Address: 104 S Pierre St
Pierre SD 57501-3119
Phone: 605-945-5105
Toll Free: none
Fax: none
Email: midwesterncompany@gmail.com
Web: none

Specialties:

history/architectural surveys, NR nominations, local design guidelines, rehabilitation project planning & design, federal & state tax incentive programs, woman-owned

Agency: TSP Inc - Sioux Falls Office
Contact: Sean Ervin
Address: 1112 N West Ave
Sioux Falls SD 57104-1333
Phone: 605-336-1160
Toll Free: none
Fax: 605-336-7926
Email: info@teamtsp.com
Web: www.teamtsp.com

Specialties:

architecture, engineering, planning, HP Consultant

Agency: The Westerly Group Inc
Contact: Camille Fife
Address: 225 E Main St
Madison IN 47250-3431
Phone: 812-273-8826
Toll Free: none
Fax: 812-265-9606
Email: westerlygp@aol.com
Web: www.westerlygroup.com

Specialties:

historic preservation planning & consultation, HABS/HAER, Section 106, NR & NHL nominations

Agency: Two Pines Resource Group LLC
Contact: Michelle Terrell
Address: 17711 260th St
Shafer MN 55074-9613
Phone: 651-257-4766
Toll Free: none
Fax: 651-257-4474
Email: mterrell@twopinesresource.com
Web: www.twopinesresource.com

Specialties:

archaeology - precontact & historical, architectural history

Archaeologists

This list contains professionals in the field of archaeology and includes only individuals who requested listing, submitted a vitae, and appear to meet or exceed the minimum professional qualifications standards under 36 CRF 61, Appendix A. This list is distributed with the understanding that the South Dakota State Historical Society, State Historic Preservation Office, does not recommend, endorse, or assume responsibility for the quality of the work nor guarantee that any work product produced by those on this list will necessarily meet federal or state requirements. The professionals on this list possess varied levels of education and experience, and their listing does not imply that every individual is qualified to conduct all classes or levels of investigation, research, testing, or reporting.

Agency:
Contact: **Jeff Kinney**
Address: 2754 22nd St NE
 Manvel ND 58256-9781
Phone: 701-696-2289
Toll: none
Fax: 701-696-2289
Email: jeffkin@yahoo.com
Web: none
Specialties:
 prehistoric & historic archaeology, CRM, ceramic
 analysis, faunal analysis

Agency:
Contact: **Rose Kluth**
Address: 1925 McDonald Dr
 Huron SD 57350-3430
Phone: 605-354-5352
Toll: none
Fax: none
Email: rosekluth@msn.com
Web: none
Specialties:
 archaeology & historic preservation, woman-owned

Agency:
Contact: **Dana Vaillancourt**
Address: 2349 Ohio Ave SW
 Huron SD 57350-4325
Phone: 605-350-4210
Toll: none
Fax: none
Email: vailkorma@hotmail.com
Web: none
Specialties:
 archaeology, architectural history, HP Consultant

Agency: **10,000 Lakes Archaeology**
Contact: Amanda Gronhovd
Address: 220 9th Ave S
 South St Paul MN 55075-2212
Phone: 612-670-6431
Toll: none
Fax: 651-457-1856
Email: Gronhovd@10000LakesArchaeology.com
Web: www.10000LakesArchaeology.com
Specialties:

Agency: **ACR Consultants Inc**
Contact: Kevin O'Dell
Address: 1423 O'Dell Ct
 Sheridan WY 82801-4466
Phone: 307-673-5966
Toll: none
Fax: 307-673-4908
Email: kodell@acrcrm.com
Web: none
Specialties:
 Level III surveys, architectural surveys, recording
 mining properties & military-related sites

Agency: **AECOM**
Contact: Amy Ollendorf
Address: 161 Cheshire Ln N Ste 500
 Minneapolis MN 55441-5476
Phone: 763-551-2426
Toll: none
Fax: 763-473-0400
Email: amy.ollendorf@aecom.com
Web: www.aecom.com
Specialties:
 archaeology, architectural history, history, cultural
 landscape studies, paleoecology, geoarchaeology,
 ethnography/anthropology

Agency: **AMEC Earth & Environmental**
Contact: Grant Day
Address: 212 E McCarty St
Jefferson City MO 65101-3113
Phone: 573-659-0615
Toll: none
Fax: 573-659-0616
Email: grant.day@amec.com
Web: www.amec.com/services/environmental-services/services/cultural_resources.htm

Specialties:

prehistoric & historic archaeology, GIS & GPS mapping, geophysics/remote sensing, HABS/HAER documentation & photography, historic research, geomorphology, architectural history

Agency: **Archeology Lab/Augustana College**
Contact: L Adrien Hannus
Address: 2032 S Grange Ave
Sioux Falls SD 57105-2609
Phone: 605-274-5493
Toll: none
Fax: 605-274-4368
Email: adrien.hannus@augie.edu
Web: www.augie.edu/virtualtour/arch.html

Specialties:

CRM; NRHP nominations; TCP research; botanical, lithic & bone analysis; museum exhibits

Agency: **Beaver Creek Archaeology**
Contact: Wade Burns
Address: 301 1st St NE Ste 102
Mandan ND 58554-3370
Phone: 701-663-5521
Toll: none
Fax: 701-663-5589
Email: wburns@bcarch.org
Web: www.bcarch.org

Specialties:

cultural resource inventories (all phases), historic architectural inventories, GIS & GPS mapping, ground penetrating radar studies, HAER & HABS documentation & photography, historical research

Agency: **Blondo Consulting LLC**
Contact: Steven Blondo
Address: 3939 Sand Hill Rd
Kettle River MN 55757-8601
Phone: 218-485-1174
Toll: none
Fax: none
Email: steven@blondoconsulting.com
Web: www.blondoconsulting.com

Specialties:

CRM, archaeology, burial excavation, permitting, cultural heritage studies, historic preservation consulting, grant procurement & management

Agency: **AMEC Earth & Environmental**
Contact: Kari Krause
Address: 800 Marquette Ave Ste 1200
Minneapolis MN 55402-2876
Phone: 612-252-3790
Toll: none
Fax: none
Email: kari.krause@amec.com
Web: www.amec.com/services/environmental-services/services/cultural_resources.htm

Specialties:

prehistoric & historic archaeology, GIS & GPS mapping, geophysics/remote sensing, HABS/HAER documentation & photography, historic research, geomorphology, architectural history

Agency: **Bear Creek Archeology Inc**
Contact: David Stanley
Address: PO Box 347
Cresco IA 52136-0347
Phone: 563-547-4545
Toll: none
Fax: 563-547-4545
Email: emhol2@iowatelecom.net
Web: none

Specialties:

prehistoric & historic, geoarchaeology

Agency: **Black River Archaeology**
Contact: Ryan Howell
Address: 447 N Youlon St Ste B
West Salem WI 54669-1110
Phone: 608-498-0336
Toll: none
Fax: 608-786-4787
Email: rjhowell@blackriverarch.com
Web: www.blackriverarch.com

Specialties:

prehistoric & historic; preservation planning, CRM consulting, woman-owned

Agency: **Bolton & Menk Inc**
Contact: Dale Maul
Address: 12224 Nicollet Ave
Burnsville MN 55337-1649
Phone: 952-890-0509
Toll: none
Fax: 952-890-8065
Email: dalema@bolton-menk.com
Web: www.bolton-menk.com

Specialties:

Great Plains archaeology, Oneota pottery, environmental reviews, EA, EIS

Agency: **Buena Vista Archaeological Consultants**
Contact: Paula Pflipsen
Address: 3065 Sombra del Rio NW
Albuquerque NM 87107-2977
Phone: 505-328-3121
Toll: none
Fax: none
Email: buenavistaarch@gmail.com
Web: none
Specialties:

CRM prehistoric & historic archaeology, history, NEPA planning & compliance, tribal consultation, Section 106 compliance, telecommunications, small roads & bridges, alternative energy projects, faunal & lithic analysis, woman-owned

Agency: **Burns & McDonnell**
Contact: Mark Latham
Address: 9400 Ward Pkwy
Kansas City MO 64114-3319
Phone: 816-333-9400
Toll: none
Fax: 816-822-3434
Email: mlatham@burnsmcd.com
Web: www.burnsmcd.com/Services/Detail/Cultural-Resources

Specialties:
archaeological survey & testing, archaeological data recovery, review & compliance projects (i.e. NHPA, NEPA), tribal consultation, historical/ Architectural survey, Nat. Reg. nominations, HABS/ HAER/HALS documentation, historic structures Reports, GIS, CRMP

Agency: **Center of Archaeological Research**
Contact: Neal Lopinot
Address: 901 S National Ave
Springfield MO 65897-0001
Phone: 417-836-5363
Toll: none
Fax: 417-836-4772
Email: neallopinot@missouristate.edu
Web: www.missouristate.edu/car/

Specialties:
all phases CRM, lithic sourcing, archaeobotany, GIS

Agency: **Cultural Heritage Consultants**
Contact: Todd Kapler
Address: PO Box 3836
Sioux City IA 51102-3836
Phone: 712-239-9085
Toll: none
Fax: 712-239-9086
Email: culheritag@aol.com
Web: www.cultural-heritage.com

Specialties:
archaeology, architectural history, history, historic preservation, planning development, GIS

Agency: **Burney & Associates**
Contact: Michael Burney
Address: PO Box 2329
Taos NM 87571-2329
Phone: 505-737-9497
Toll: none
Fax: 505-737-9498
Email: michaelsburney@hotmail.com
Web: none
Specialties:

prehistoric & historic archaeology, American Indians

Agency: **C Dimensions**
Contact: Judy Cooper
Address: 3913 Branch Hollow Dr
Plano TX 75023-6703
Phone: 972-881-5577
Toll: none
Fax: none
Email: cdimensions@tx.rr.com
Web: www.cdimensionsinc.com

Specialties:
CRM, 3-D stereo photogrammetric recording, woman-owned

Agency: **CHRS Inc**
Contact: Mary Alfson Tinsman
Address: 451 N Cannon Ave Ste 100B
Lansdale PA 19446-2256
Phone: 215-699-8006
Toll: none
Fax: 215-699-8901
Email: MTinsman@chrsinc.com
Web: www.chrsinc.com

Specialties:

Agency: **Cultural Resources Inc**
Contact: Aimee Leithoff
Address: 3213 W Main St #249
Rapid City SD 57702-2314
Phone: 605-791-2785
Toll: none
Fax: 757-626-0558
Email: aleithoff@culturalresources.net
Web: www.culturalresources.net

Specialties:
Plains archaeology, Section 106, cellular tower investigations, Mid-Atlantic prehistoric & historic, osteology, architectural history, NR nominations, visual effects

Agency: Dakota Research Services

Contact: Jeff Buechler
Address: 13110 Michelle Dr
Rapid City SD 57702-8501
Phone: 605-341-2361
Toll: none
Fax: 605-341-2361
Email: dakotaresrch@msn.com
Web: none

Specialties:

Section 106 compliance, linear & block surveys,
records search research & survey design, preservation
planning, Black Hills mining, historical archaeology,
prehistoric archaeology, NEPA planning

Agency: Duluth Archaeology Center LLC

Contact: Susan Mulholland
Address: 5910 Fremont St Ste 1
Duluth MN 55807-2113
Phone: 218-624-5489
Toll: none
Fax: 218-624-5489
Email: archcenter@aol.com
Web: none

Specialties:

CRM, geomorphology/geoarchaeology,

Agency: ERM - Environmental Resource Mngt

Contact: Jacquie Payette
Address: 30775 Bainbridge Rd Ste 180
Solon OH 44139-2266
Phone: 440-264-1254
Toll: none
Fax: 866-573-1093
Email: jacquie.payette@erm.com
Web: www.erm.com

Specialties:

archaeology, CRM, historic preservation, architectural
history, environmental

Agency: Ethnoscience Inc

Contact: Lynelle Peterson
Address: 4140 King Ave E
Billings MT 59101-5444
Phone: 406-252-7945
Toll: none
Fax: 406-252-9483
Email: ethno@ethnoscience.com
Web: www.ethnoscience.com

Specialties:

archaeology, ethnography, history, ethnology,
minority-owned

Agency: Day Star Research

Contact: Linea Sundstrom
Address: 1320 E Lake Bluff Blvd
Shorewood WI 53211-1536
Phone: 414-963-0288
Toll: none
Fax: none
Email: lineasundstrom@juno.com
Web: none

Specialties:

rock art, sacred sites, ethnohistory & ethnogeography,
paleoenvironments

Agency: EMR Inc - Duluth Office

Contact: David Winter
Address: 11 E Superior St Ste 260
Duluth MN 55802-2019
Phone: 218-625-2332
Toll: none
Fax: 218-625-2337
Email: dwinter@emr-inc.com
Web: www.emr-inc.com

Specialties:

cultural/archaeological inventory, rare plats survey,
environmental consulting, remediation, site
management, wetland delineation, minority- &
woman-owned

Agency: Espinoza Cultural Services

Contact: Dee Ann Espinoza
Address: PO Box 571
La Jara CO 81140-0571
Phone: 719-298-1780
Toll: none
Fax: 866-381-6973
Email: deeannespinoza@yahoo.com
Web: none

Specialties:

cultural resource management (historic & prehistoric),
archaeological survey, testing, & excavation; artifact
analysis (human osteology, faunal & lithic analysis);
NRHP nominations; TCP research, minority- &
woman-owned

Agency: Florin Cultural Resource Services

Contact: Frank Florin
Address: N12902 273rd St
Boyceville WI 54725-9560
Phone: 715-643-2918
Toll: none
Fax: 715-643-2918
Email: florin@pressenter.com
Web: none

Specialties:

precontact archaeology

Agency: **FMA Heritage Resources Consultants**
Contact: Gloria Fedirchuk
Address: 200, 1719 10th Ave SW
Calgary AB T3C 0K1
Phone: 403-245-5661
Toll: none
Fax: 403-244-4701
Email: FMA@FMAheritage.com
Web: www.fmaheritage.com
Specialties:
archaeological impact assessment, palaeontological
assessment, traditional land use studies

Agency: **Good Schliesman & Associates**
Contact: Kent Good
Address: PO Box 112
Wilmot SD 57279-0112
Phone: 605-949-1041
Toll: none
Fax: none
Email: GoodSchliesmanAssociates@gmail.com
Web: none
Specialties:
tribal consult, archaeological/architectural survey/eval
(recon & intensive level), Sec 106 compliance, NR
nominations, pres. tax incentive apps, historical
research, design review guideline develop, CLG
assist., photography, hp presentations, woman-owned

Agency: **Hardlines Design Company**
Contact: Charissa Wang Durst
Address: 4608 Indianola Ave
Columbus OH 43214-2287
Phone: 614-784-8733
Toll: none
Fax: 614-784-9336
Email: cwang@hardlinesdesign.com
Web: www.hardlinesdesign.com
Specialties:
architectural history, architect, archaeology, historic
preservation, preservation planning

Agency: **HDR Engineering Inc**
Contact: Stephen Sabatke
Address: 701 Xenia Ave S Ste 600
Minneapolis MN 55416-3636
Phone: 763-591-5400
Toll: none
Fax: 763-591-5413
Email: stephen.sabatke@hdrinc.com
Web: www.hdrinc.com
Specialties:
archaeology, architectural history, CRM, historic &
prehistoric archaeology, historic treatment planning

Agency: **GAI Consultants Inc**
Contact: David Breetzke
Address: 1830 Airport Exchange Blvd Ste 220
Erlanger KY 41018-3172
Phone: 859-647-6647
Toll: none
Fax: 859-647-6685
Email: d.breetzke@gaiconsultants.com
Web: www.gaiconsultants.com
Specialties:
historic & prehistoric archaeology, environmental
assessments, geomorphology

Agency: **Greer Services**
Contact: Mavis Greer
Address: 2599 S Paradise Dr
Casper WY 82604-3811
Phone: 307-473-2054
Toll: none
Fax: 307-473-1574
Email: mavis@greerservices.com
Web: www.greerservices.com
Specialties:
Class III surveys, Class I lit review, project
construction monitoring/inspection, site testing,
rock art site assessments & evaluations

Agency: **HDR Engineering Inc**
Contact: Steve Hoff
Address: 6300 S Old Village Pl Ste 100
Sioux Falls SD 57108-2103
Phone: 605-977-7740
Toll: none
Fax: 605-977-7747
Email: steve.hoff@hdrinc.com
Web: www.hdrinc.com
Specialties:
archaeology, architectural history, HP consultant,
CRM, lithic analysis, paleoethnobotany, tribal
consultation, wetland delineation & mitigation

Agency: **IA Office of State Archaeologist**
Contact: John Doershuk
Address: 700 Clinton St
Iowa City IA 52242-1030
Phone: 319-384-0724
Toll: none
Fax: 319-384-0768
Email: john-doershuk@uiowa.edu
Web: www.uiowa.edu/~osa/gcp/index.html
Specialties:
human osteology & geoarchaeology, Section 106

Agency: **James Enterprises Inc**
Contact: James Brechtel
Address: PO Box 1064
Ft Collins CO 80522-1064
Phone: 970-484-3335
Toll: none
Fax: none
Email: jbjei@mesanetworks.net
Web: none
Specialties:
archaeological survey & Section 106 compliance

Agency: **Kadmas Lee & Jackson**
Contact: Jennifer Harty
Address: 128 Soo Line Dr
Bismarck ND 58501-3310
Phone: 701-355-8400
Toll: none
Fax: 701-355-8781
Email: jennifer.harty@klijeng.com
Web: www.klijeng.com
Specialties:
Section 106, NEPA planning & compliance, tribal consultation, all phases of cultural resource management, oil & gas permitting

Agency: **Lone Mountain Archaeological Serv**
Contact: Cathy Travis
Address: 2625 Pennsylvania St NE Ste 2000
Albuquerque NM 87110-5683
Phone: 505-881-0011
Toll: none
Fax: 505-881-0020
Email: lonemtncts@aol.com
Web: www.lone-mtn.com
Specialties:
archaeological consulting, geomorphology

Agency: **Mettler & Associates**
Contact: Joanna Mettler Chase
Address: PO Box 2186
Cody WY 82414-2186
Phone: 307-527-4654
Toll: none
Fax: 307-527-4654
Email: jchase4654@msn.com
Web: none
Specialties:
historic preservation, CRM

Agency: **JBN Consulting**
Contact: Kade Ferris
Address: PO Box 792
Belcourt ND 58316-0792
Phone: 701-871-0878
Toll: none
Fax: none
Email: kade@metisrc.com
Web: www.jbnconsulting.com
Specialties:
archaeological survey & cultural resource management support services, tribal consultation, traditional cultural property surveys, ethnohistoric research, minority-owned

Agency: **Kogel Archaeological Consulting Serv**
Contact: Troy Kogel
Address: 1818 W 26th St
Sioux Falls SD 57105-2501
Phone: 605-321-7474
Toll: none
Fax: none
Email: kogelacs@yahoo.com
Web: none
Specialties:
archaeology, cultural resource management, paleoethnobotany, lithic analysis

Agency: **Metcalf Archaeological Consultants**
Contact: Kimball Banks
Address: PO Box 2154
Bismarck ND 58501-2154
Phone: 701-258-1215
Toll: none
Fax: 701-258-7156
Email: mac@metcalfarchaeology.com
Web: www.metcalfarchaeology.com
Specialties:
Section 106 compliance, NEPA planning & compliance, tribal consultation, geoarchaeology, lithic analysis, ceramic analysis, faunal analysis

Agency: **Niwot Archaeological Consultants**
Contact: Brad Noisat
Address: 20139 Ridgfield Loop
Spearfish SD 57783-3301
Phone: 605-269-2060
Toll: none
Fax: 605-269-2060
Email: bradnac@kci.net
Web: www.niwotarch.com
Specialties:
large block & linear surveys, cell towers, site evaluations & mitigation planning, historic preservation grants, federal, state & private lands

Agency: **Pathfinder CRM - Minnesota Office**
Contact: Robert Vogel
Address: PO Box 503
Spring Grove MN 55974-0503
Phone: 507-498-3810
Toll: none
Fax: 507-498-5861
Email: rcvogel@springgrove.coop
Web: www.pathfindercrm.com
Specialties:
archaeology, architectural history

Agency: **POWER Engineers**
Contact: Jim Rudolph
Address: 1295 S Eagle Flight Way
Boise ID 83709-1557
Phone: 208-685-6323
Toll: none
Fax: 208-378-0025
Email: jim.rudolph@powereng.com
Web: www.powereng.com
Specialties:
Section 106, prehistoric archaeology, NEPA

Agency: **Quality Services Inc**
Contact: Lance Rom
Address: 3459 Jet Dr
Rapid City SD 57703-4760
Phone: 605-388-5309
Toll: 866-333-1818
Fax: 605-388-5319
Email: info@qualityservices.us.com
Web: www.qualityservices.us.com
Specialties:
paleontology, historic & prehistoric archaeology,
history, tribal consultation, communications towers,
buried cables, mining, oil & gas, agriculture, NEPA,
GIS, training, faunal analysis

Agency: **Renewable Technologies Inc (RTI)**
Contact: Mark Hufstetler
Address: 8 W Park St Ste 313
Butte MT 59701-1700
Phone: 406-782-0494
Toll: none
Fax: 406-782-3064
Email: pitamakan@mac.com
Web: none
Specialties:
architectural history, archaeology, historic survey &
engineering

Agency: **Pathfinder CRM LLC**
Contact: Steve Dasovich
Address: 10722 St Michael Terrace Ct
St Ann MO 63074-3738
Phone: 314-609-6132
Toll: none
Fax: none
Email: sdasovich@lindenwood.edu
Web: none
Specialties:
cultural resource services, environmental, hazardous
material assessment, geotechnical services

Agency: **Prairie Lakes Archaeological Services**
Contact: Pat Downing
Address: 126665 E Shore Dr
Aberdeen SD 57401-8334
Phone: 605-225-4573
Toll: none
Fax: 605-225-4573
Email: pdowning@abe.midco.net
Web: none
Specialties:
cultural resource surveys, eastern South Dakota,
woman-owned

Agency: **R Christopher Goodwin & Associates**
Contact: R Christopher Goodwin
Address: 309 Jefferson Hwy Ste A
New Orleans LA 70121-2512
Phone: 504-837-1940
Toll: none
Fax: 504-837-1550
Email: neworleans@rcgoodwin.com
Web: www.rcgoodwin.com/overview.htm
Specialties:
CRM

Agency: **Sagebrush Consultants LLC**
Contact: Michael Polk
Address: 3670 Quincy Ave Ste 203
Ogden UT 84403-1932
Phone: 801-394-0013
Toll: none
Fax: 801-394-0032
Email: sageb@sagebrushconsultants.com
Web: www.sagebrushconsultants.com
Specialties:
historic & prehistoric arch, historic research, mining,
HABS/HAER documentation

Agency: **SCI Engineering Inc**
Contact: Don Booth
Address: 650 Pierce Blvd
O'Fallon IL 62269-2579
Phone: 618-206-3034
Toll: none
Fax: 618-624-7099
Email: dbooth@sciengineering.com
Web: www.sciengineering.com
Specialties:
archaeology & architectural history

Agency: **SD State Archaeological Research Ctr**
Contact: James Donohue
Address: PO Box 1257
Rapid City SD 57709-1257
Phone: 605-394-1936
Toll: none
Fax: 605-394-1941
Email: archaeology@state.sd.us
Web: www.sdsmt.edu/wwwsarc/
Specialties:
SD archaeological surveys/excavations; CRM; review permit applications - mining & mineral exploration, gravel pits, oil & gas exploration; protect unmarked human burials & repatriation; SD archaeological site database; archaeological collection repository

Agency: **Spirit Mound Archaeology**
Contact: William Ranney
Address: 31228 SD Highway 19
Vermillion SD 57069-6727
Phone: 605-624-3164
Toll: none
Fax: none
Email: spiritmound@earthlink.net
Web: none
Specialties:
historic & prehistoric archaeology, Section 106 compliance services, tribal consultation

Agency: **Stemper and Associates**
Contact: Cliff Stemper
Address: 24505 Hardeggers Dr
Cleveland MN 56017-4524
Phone: 507-931-0823
Toll: none
Fax: 507-931-5356
Email: none
Web: none
Specialties:
prehistoric & historic, CRM

Agency: **Summit EnviroSolutions Inc**
Contact: Andrew Schmidt
Address: 1217 Bandana Blvd N
St Paul MN 55108-5114
Phone: 651-842-4202
Toll: none
Fax: 651-647-0888
Email: aschmidt@summite.com
Web: www.summite.com
Specialties:
archaeology - precontact & historical, architectural archaeology, architectural history, history, history planning & compliance, Section 106 compliance

Agency: **SWCA Environmental Consultants - CO**
Contact: Scott Slessman
Address: 295 Interlocken Blvd Ste 300
Broomfield CO 80021-8048
Phone: 303-487-1183
Toll: none
Fax: 303-487-1245
Email: sslessman@swca.com
Web: www.swca.com
Specialties:
archaeology, architectural history, history, NEPA planning & compliance, tribal consultation, Section 106 compliance

Agency: **SWCA Environmental Consultants - UT**
Contact: Elizabeth Perry
Address: 257 E 200 S Ste 200
Salt Lake City UT 84111-2173
Phone: 801-322-4307
Toll: none
Fax: 801-322-4308
Email: eperry@swca.com
Web: www.swca.com
Specialties:
natural & cultural resource management

Agency: **Terracon**
Contact: Vanessa Zambo
Address: 18001 W 106th St Ste 300
Olathe KS 66061-6447
Phone: 913-599-6886
Toll: none
Fax: 913-492-2361
Email: corporate@terracon.com
Web: www.terracon.com
Specialties:
archaeological & historical preservation services, geotechnical, environmental, construction materials engineering & testing

Agency: **The 106 Group Ltd**
Contact: K Anne Ketz
Address: 370 Selby Ave Ste 206
St Paul MN 55102-2855
Phone: 651-290-0977
Toll: none
Fax: 651-290-0979
Email: anneketz@106group.com
Web: www.106group.com
Specialties:
archaeology, architectural history, historic
preservation, ethnography, interpretive planning,

Agency: **TRC Mariah Associates Inc**
Contact: Edward Schneider
Address: 605 Skyline Dr
Laramie WY 82070-8909
Phone: 307-742-3843
Toll: none
Fax: 307-745-8317
Email: eschneider@trcsolutions.com
Web: www.trcsolutions.com
Specialties:
CRM, biology, NEPA

Agency: **Two Pines Resource Group LLC**
Contact: Michelle Terrell
Address: 17711 260th St
Shafer MN 55074-9613
Phone: 651-257-4766
Toll: none
Fax: 651-257-4474
Email: mterrell@twopinesresource.com
Web: www.twopinesresource.com
Specialties:
archaeology - precontact & historical, architectural

Agency: **Wapsi Valley Archaeology Inc**
Contact: Michael Finn
Address: PO Box 244
Anamosa IA 52205-0244
Phone: 319-462-4760
Toll: none
Fax: 319-462-3954
Email: ngfinn@wapsivalleyarch.com
Web: www.wapsivalley.com
Specialties:
archaeological investigations for Section 106 compliance

Agency: **The Louis Berger Group Inc**
Contact: Randall Withrow
Address: 950 50th St
Marion IA 52302-3853
Phone: 319-373-3043
Toll: none
Fax: 319-373-3045
Email: rwithrow@louisberger.com
Web: www.culturalresourcegroup.com
Specialties:
archaeology, architectural history, cultural resources
consulting

Agency: **Trefoil Cultural & Environmental Heritage**
Contact: Richard Rothaus
Address: 1965 W Highview Dr
Sauk Rapids MN 56379-2613
Phone: 320-761-9090
Toll: none
Fax: none
Email: rothaus@trefoilcultural.com
Web: www.trefoilcultural.com
Specialties:
NHPA/Section 106; NEPA; traditional properties; burial
issues; Class I, II, & III surveys; wind farm & utility
surveys; GIS; archaeological modeling

Agency: **UND/Anthropology Research**
Contact: Dennis Lee Toom
Address: 236 Centennial Dr Stop 7094
Grand Forks ND 58202-7094
Phone: 701-777-2436
Toll: none
Fax: 701-777-2435
Email: dennis_toom@und.nodak.edu
Web: www.und.edu/dept/undar
Specialties:
historic architecture, GIS

Agency: **Westwood Professional Services Inc**
Contact: Dean Sather
Address: 7699 Anagram Dr
Eden Prairie MN 55344-7310
Phone: 952-937-5150
Toll: none
Fax: 952-937-5822
Email: dean.sather@westwoodps.com
Web: www.westwoodps.com
Specialties:
prehistoric archaeology, historic archaeology, lithic
analysis, faunal analysis

United States Department of Agriculture



Natural Resources Conservation Service
200 Fourth Street SW
Huron, South Dakota 57350

RECEIVED

MAY 16 2012

McFARLAND, P.C.

Phone: (605) 352-1200
Fax: (605) 352-1270

May 14, 2012

Mr. Thomas F. McFarland
Law Office
208 South LaSalle Street, Suite 1890
Chicago, Illinois 60604

RE: STB Docket No. AB-1099X – April 19, 2012
RE: STB Docket No. AB-1099X – April 25, 2012

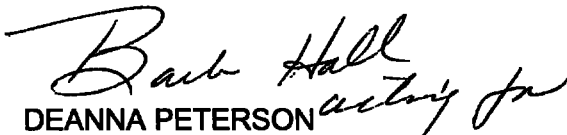
Dear Mr. McFarland:

Thank you for the opportunity to provide comments on the above projects. These projects will have no effect on prime or important farmland.

The Natural Resources Conservation Service (NRCS) would advise the applicant to consult with the local NRCS and Farm Service Agency (FSA) offices regarding any USDA easements or contracts in the project area that may be affected.

If you have any questions, please contact Barb Hall, GIS Specialist, at (605) 352-1256.

Sincerely,


DEANNA PETERSON
State Soil Scientist



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

May 16, 2012



RECEIVED

MAY 18 2012

McFARLAND, P.C.

Mr. Thomas F. McFarland, P.C.
Thomas F. McFarland Law Office
208 South LaSalle Street, Suite 1890
Chicago, Illinois 60604-1112

Re: STB Docket No. AB-1099X,
Sunflour Railroad, Abandonment
Exemption, Roberts and Marshall
Counties, South Dakota

Dear Mr. McFarland:

This letter is in response to your request dated April 25, 2012, for environmental comments regarding the above referenced project involving abandonment of approximately 8.1 miles of railroad line in Roberts and Marshall Counties, South Dakota. The abandoned line is situated between Claire City in Roberts County and Veblen in Marshall County.

The proposed abandonment is not likely to adversely affect endangered or threatened species or areas designated as a critical habitat. If changes are made in the project plans or operating criteria, or if additional information becomes available, the U.S. Fish and Wildlife Service (Service) should be informed so that the above determinations can be reconsidered.

The Service appreciates the opportunity to provide comments. If you have any questions regarding these comments, please contact Charlene Bessken of this office at (605) 224-8693, Extension 231.

Sincerely,

Scott V. Larson
Field Supervisor
South Dakota Field Office

cc: FWS/Waubay WMD; Waubay, SD

APPENDIX 5

NEWSPAPER NOTICES

AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA, County of Marshall.

1T (May 9)

BEFORE THE SURFACE
TRANSPORTATION BOARD,
WASHINGTON, D.C. 20423
STB Docket No. AB-1099X
SUNFLOUR RAILROAD,
INC.
-- ABANDONMENT
EXEMPTION --
IN ROBERTS AND
MARSHALL COUNTIES, SD
NOTICE OF INTENT TO
FILE A NOTICE
OF EXEMPTION FOR
ABANDONMENT

SUNFLOUR RAILROAD,
INC. (SRI) gives notice that on or
about May 15, 2012, it intends to
file with the Surface Transportation
Board, Washington, D.C. 20423,
a Notice of Exemption under
49 CFR 1152.50 permitting
the abandonment of an approxi-
mately 8.1-mile rail line between
Milepost 228.2 at the east prop-
erty line of 454th Avenue located
approximately one mile west of
Claire City, and Milepost 236.2
located at the western terminus of
the line at Washington Avenue in
Veblen in Roberts and Marshall
Counties, South Dakota (the Rail
Line). The Rail Line extends
through United States Postal
Zip Codes 57224 & 57270. The
proceeding is docketed as STB
Docket No. AB-1099X, Sunflour
Railroad, Inc. -- Abandonment
Exemption -- in Roberts and
Marshall Counties, SD.

The Board's Section of
Environmental Analysis (SEA)
will generally prepare an
Environmental Assessment (EA),
which will normally be available
60 days after the filing of the no-
tice of exemption. Comments on
environmental and energy mat-
ters should be filed no later than
30 days after the EA becomes
available to the public and will
be addressed in a Board decision.
Interested persons may obtain a
copy of the EA or make inquiries
regarding environmental mat-
ters by writing to the Section of
Environmental Analysis (SEA),
Surface Transportation Board,
Washington, DC 20423 or by call-
ing that office at 202-245-0295.

Appropriate offers of financial
assistance to continue rail ser-
vice can be filed with the Board.
Requests for environmental con-
ditions, public use conditions, or
rail banking/trails use also can be
filed with the Board. An original
and 10 copies of any pleading that
raises matters other than environ-
mental issues (such as trails use,
public use, and offers of finan-
cial assistance) must be filed di-

rectly with the Board's Office of
the Secretary, 395 E Street, SW,
Washington, DC 20423 [See 49
CFR 1104.1(a) and 1104.3(a)],
and one copy must be served on
applicants' representative, [See
49 CFR 1104.12(a)]. Questions
regarding offers of financial as-
sistance, public use, or trails use
may be directed to the Board's
Office of Congressional and
Public Services at 202-245-0230.
Copies of any comments or re-
quests for conditions should be
served on the applicant's repre-
sentative: Thomas F. McFarland,
Thomas F. McFarland, P.C., 208
South LaSalle Street, Suite 1890,
Chicago, IL 60604-1112, phone
312-236-0204.

that the

Sunflour RR Legal
Thomas F. McInland, PC

a printed copy of which, taken from the paper in which the same was published, is
attached to this sheet and is made a part of this affidavit, was published in said newspa-
per at least once each week for ~~one~~ one successive weeks, on the day of each week
on which said newspaper was regularly published, to wit:

May 9, 2012

that the full amount of the fee charged for the publication of said notice inures to the ben-
efit of publisher of said newspaper, that no agreement or understanding for the division
thereof has been made with any person, and that no part thereof has been agreed to be
paid to any other person whomsoever, and that the fee for the publication thereof

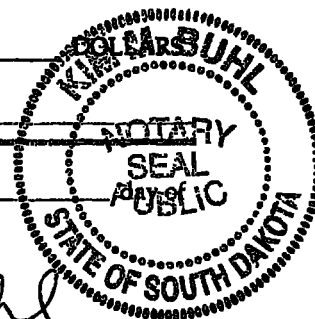
Twenty-nine and 65/100
Dollars

Subscribed and sworn to before me this

9th
May A.D., 2012

Kim M. Buhl

Notary Public, Marshall County, S. D.
My Commission Expires March 12, 2016



Affidavit of Publication

STATE OF SOUTH DAKOTA }
County of Roberts } ss

Kevin H. Deutsch of said county, being first duly sworn, on oath says, that he is publisher of THE SISSETON COURIER, a weekly newspaper printed and published in Sisseton, in said county of Roberts, and has full and personal knowledge of all the facts herein stated; that said newspaper is a legal newspaper and has a bonafide circulation of at least two hundred copies weekly, and has been published within said county for 52 successive weeks next prior to the publication of the notice herein mentioned, and was and is printed wholly or in part in an office maintained at said place of publication; that the Notice of Abandonment Exemption, a printed copy of which, taken from the paper in which the same was published, is attached to this sheet, and is made a part of this affidavit, was published in said newspaper at least once in each week for one successive weeks, on the day of each week on which said newspaper was regularly published, o-wit:

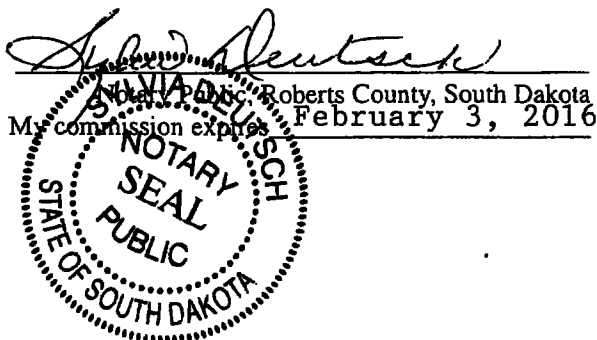
May 8, 2012; _____;
_____; _____;
_____; _____;
_____; _____;
_____; _____;

That the full amount of the fee is charged for publication of said Notice insures to the benefit of the publisher of said newspaper; that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person whomsoever and that the fees charged for the publication thereof are \$26.25

Kevin H. Deutsch

Subscribed and sworn to before me this 8th day of

May, A.D., 2012



BEFORE THE
SURFACE
TRANSPORTATION BOARD
WASHINGTON, D.C. 20423
STB Docket No. AB-1099X
SUNFLOUR RAILROAD, INC
ABANDONMENT
EXEMPTION
IN ROBERTS AND
MARSHALL COUNTIES, SD
NOTICE OF INTENT TO
FILE A NOTICE OF
EXEMPTION FOR
ABANDONMENT

SUNFLOUR RAILROAD, INC (SRI) gives notice that on or about May 15, 2012, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a Notice of Exemption under 49 CFR 1152.50 permitting the abandonment of an approximately 8.1 mile rail line between Milepost 228.2 at the east property line of 454th Avenue, located approximately one mile west of Claire City, and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen in Roberts and Marshall Counties, South Dakota (the Rail Line). The Rail Line extends through United States Postal Zip Codes 57224 & 57270. The proceeding is docketed as STB Docket No. AB-1099X, Sunflour Railroad, Inc. Abandonment Exemption in Roberts and Marshall Counties, SD. The Board's Section of

which will normally be available 60 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423 or by calling that office at 202-245-0295. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use) and offers of financial assistance must be filed directly with the Board's Office of the Secretary, 395 E Street, SW, Washington, DC 20423. [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative. [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use, or trails use may be directed to the Board's Office of Congressional and Public Services at 202-245-0230. Copies of any comments or requests for conditions should be served on the applicant's representative. Thomas F. McFarland, P.C., 208 Environmental Analysis (SEA), South LaSalle Street, Suite 1890, Chicago, IL 60604-1112, phone 312-236-0204.

DRAFT FEDERAL REGISTER NOTICE PER 49 C.F.R. 1152.50(d)(3)

STB No. AB-1099X, *Sunflour Railroad, Inc. – Abandonment Exemption – in Roberts and Marshall Counties, SD*

Notice of Exemption to Abandon Rail Line

On May 16, 2012, SUNFLOUR RAILROAD, INC. (SRI), filed with the Surface Transportation Board, Washington, DC, a Notice of Exemption from 49 U.S.C. 10903 for abandonment of a rail line on which no traffic has been originated, terminated, or moved overhead for more than two years in the past, i.e., between Milepost 228.2 at the east property line of 454th Avenue located approximately one mile west of Claire City, and Milepost 236.2 located at the western terminus of the line at Washington Avenue in Veblen, a distance of approximately 8.1 miles in Roberts and Marshall Counties, SD, which traverses through 57224 & 57270 United States Postal Service ZIP Codes. There are no rail stations on the Rail Line to be abandoned.

The rail line is not known to contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees would be protected by imposition of conditions to approval of abandonment imposed in *Oregon Short Line R. Co. - Abandonment - Goshen*, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the notice of exemption.

All interested persons should be aware that following abandonment of the rail line and salvage of the line, the line may be suitable for other public use, including interim trail use.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 C.F.R. part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.